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HISTORY OF USS STACK (DD 406)

Decorated with twelve battle stars for gallant action from Guadalcanal to Okinawa, USS STACK has left behind her a battle record of which the United States Navy can well be proud.

Built by the Portsmouth Naval Shipyard, Norfolk, Virginia her keel was laid 25 June 1937. Launching exercises were held 5 May 1938 with Miss Mary Teresa Stack, daughter of the Honorable Michael J. Stack, Congressman from Philadelphia, Pennsylvania, as sponsor. Commissioning date for USS STACK was 20 November 1939, under the command of Lieutenant Commander Isaiah Olch, USN.

A courageous ship, STACK was named for an equally courageous man, Lieutenant Edward Stack, USMC. Lieutenant Stack was born at Keelard, County Kerry, Ireland, April 26, 1756.

When John Paul Jones began to recruit French volunteers for the BON HOMME RICHARD, Stack was a sub-Lieutenant in Walsh's famous regiment of Marine Artillery, attached to the French Navy. He received permission from the French Naval authorities to join Jones' expedition, where he was placed in command of the division in the main top during the fight with the SERAFIS. Distinguishing himself by his bravery he was especially mentioned in Jones' report of action, stating that the success of the battle was due largely to superiority aloft where the Americans drove the British out of their tops and harassed them on deck. For his distinguished service on BON HOMME RICHARD, the King of France promoted him to a Captaincy in the French Army and permitted him to retain his commission in the U. S. Marine Corps. He was one of the original members of the Order of the Cincinnati in France his name being proposed by John Paul Jones with the highest commendation of his service.

The first vessel to bear this name, USS STACK made her shake-down cruise to the West Indies and Rio De Janeiro, Brazil returning to Norfolk, Virginia 4 April 1940. She was ordered to Pearl Harbor to become part of the Battle Fleet where she served until June 1941. STACK returned to the East Coast in company with USS IDAHO for a short overhaul in Philadelphia after which she was ordered to duty with the Atlantic Neutrality Patrol.

While acting as ready duty destroyer in Bermuda Harbor, B.W.I., the Commander-in-Chief of the United States Fleet, notified STACK by dispatch that Pearl Harbor was being attacked by Japanese ships and aircraft and that war had been declared against Japan and her allies.

Lieutenant Commander Olch, Commanding Officer of STACK had his ship ready in 3 days to rendezvous with various units of Task Group 2.6 for anticipated action against the French cruiser

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HISTORY OF USS STEAMER BAY (CVE 67)

#86

USS STEAMER BAY was built as just another escort carrier. Her job was expected to be as routine as the rest of the United States rapidly growing fleet of "Jeep" carriers. However, before she closed out her career, she had served as an aircraft transport, replenishing the fast carrier forces underway, and during the latter stages of the war, had been converted to a combat carrier, making her a target for the Japanese suicide planes.

USS STEAMER BAY was built by Kaiser Shipbuilding Company, Vancouver, Washington. Her keel was laid on 4 December 1943 and she was launched on 26 February 1944. Mrs. Henry S. Kendall, wife of Commodore Henry S. Kendall, USN, served as sponsor. USS STEAMER BAY was named for Steamer Bay off Alaska.

On 4 April 1944, USS STEAMER BAY was placed in commission. After a fitting out period of about three weeks she departed Astoria on 25 April for Puget Sound, where she held trials and various tests. On 2 May she departed for San Diego, arriving on the 6th. She commenced a period of routine training operations which consisted of day and night surface and anti-aircraft firing practices and ship handling drills. The training period was completed on 10 May and STEAMER BAY reported for duty to Commander Fleet Air, West Coast though she had not held any flight operations during her training period.

For the next four days, provisions and stores were loaded and the ship fueled. Eighty-three F4U's were also loaded as well as the officers and men of Fighting Squadron 301 and 302 and Marine Air Group 61. On 14 May STEAMER BAY stood out for Espiritu Santo, New Hebrides where she anchored on the 30th. There she anchored and unloaded all aircraft and passengers.

On 1 June 1944 STEAMER BAY's shake down cruise ended when she was assigned to a Carrier Transport Squadron, Pacific Fleet. The following day she stood out for San Diego via Pago Pago, Samoa Islands with a load of navy passengers and 6 prisoners. At Pago Pago \$468,550 was brought aboard for transportation to the United States. CVE 67 arrived at San Diego on 25 June and began disembarking her passengers and ammunition prior to her post shakedown overhaul. The following day STEAMER BAY set out for San Pedro, arriving the same day. There she underwent repairs from 21 June to 18 July.

On 18 July the rejuvenated ship stood out enroute to the Marshall Islands via Pearl Harbor. Her cargo consisted of 72 aircraft and 298 marines. She arrived at Majuro on 1 August and discharged her cargo and passengers as well as a good part of the ship's allowance of bombs and ammunition. On 3 August she stood out for Pearl Harbor where she arrived on the 8th.

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#87

HISTORY OF USS STRONG (DD 758)

The streamlined hull of the USS STRONG (DD 758) was launched at the Bethlehem Steel Company, San Francisco, California on 23 April 1944. She was the second destroyer of the U. S. Navy to bear the name. The first destroyer USS STRONG was lost following a bombardment off New Georgia Island on the night of 4-5 July 1943. Both destroyers were named to honor Rear Admiral James H. Strong, USN. Sponsor of the destroyer was the Admiral's great-grandniece, Wave Lieutenant (j.g.) Susan H. Olson who also sponsored the first USS STRONG in 1942.

Commissioned on 8 March 1945, USS STRONG was first commanded by Commander C. M. Howe, USN. In the later part of March the destroyer conducted shakedown training off San Diego, California and commenced her post-shakedown availability on 11 May. On the last day of the month STRONG got underway for Pearl Harbor and continued training exercises off Oahu upon her arrival.

On 20 June 1945 the destroyer departed Pearl Harbor to serve as escort for convoys between Eniwetok Atoll, Marshall Islands and Ulithi, Caroline Islands. Commencing on 27 July, the ship served as escort for convoys and as anti-submarine screen off Okinawa and surrounding islands.

As the war came to an end, USS STRONG patrolled air-sea rescue stations off the islands of the Nansei Shoto chain and the home islands of Japan until 1 September. On 22 September the ship was attached to the close-fire support group for landing operations at Wakayama, Japan and for underwater demolition operations in the Wakanoura Wan, Honshu, Japan.

At the end of September, STRONG was again patrolling off the home islands of Japan on an air-sea rescue station. Courier duties were taken up on 2 October between Wakayama, Nagoya and Yokosuka, Japan. This duty continued until the ship departed from Japan on 5 September 1945, on the long voyage to join the Atlantic Fleet.

Arriving at San Diego on 22 December, the destroyer continued on through the Panama Canal on 11 January 1946 and steamed into New York Harbor on 15 January. Following a period of upkeep and voyage repairs, USS STRONG continued operations along the East Coast until the rapid demobilization kept her at Boston from 29 April until 1 August 1946.

Further activity with the Atlantic Fleet took the ship to various ports along the East Coast and in the Gulf of Mexico until she steamed to Charleston, South Carolina for inactivation and berthing. Placed out of commission in reserve on 9 May 1947, USS STRONG became a unit of the Charleston Group, Atlantic Reserve Fleet.

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#88

HISTORY OF USS SUSAN B. ANTHONY (AP 72)

Veteran of the Mediterranean Campaign and Nazi dive-bombing attacks in the Mediterranean, USS SUSAN B. ANTHONY went unscathed until the fateful day of 7 June 1944. However, before succumbing to her wounds she accounted for two twin-engined Nazi bombers and placed countless soldiers ashore in vital spots.

USS SUSAN B. ANTHONY was built by the New York Shipbuilding Corporation at Camden, New Jersey. She was launched in 1942 as the SS SANTA CLARA and on 7 September 1942, was taken over by the Navy. She was renamed USS SUSAN B. ANTHONY in honor of Susan B. Anthony, American reformer who was one of the earliest and most militant of workers for Woman Suffrage in America and Europe.

Captain Henry Hartley, USN, assumed command as the first commanding officer on 29 September 1942, when the ship was placed in commission.

On 1 October, AP-72 sailed into the Chesapeake Bay and lowered her boats for landing exercises. On 2 October the ship moored at Portsmouth, Virginia to take on stores and ammunition. After loading stores, the "SUSIE B." shifted to the Army Base, Norfolk, Virginia, where she began embarking troops. On 16 October she stood out with a full load of troops and on the following day, began rehearsal drills and landing exercises.

On 23 October, SUSAN B. ANTHONY sailed in company with the northern attack force enroute to North Africa. She arrived in the transport area on 7 November and, early the following morning, lowered all boats and began disembarking troops and unloading equipment. At 0735 shore batteries opened fire on the transport area though no damage resulted. During the afternoon, USS SAVANNAH, USS TEXAS successfully neutralized all shore batteries and the first waves of troops were dispatched from the ship to be landed near Mchidia. While unloading supplies in support of the troops, USS SUSAN B. ANTHONY's crew was presented with a ring-side seat to activities ashore. Cruisers and destroyers had begun opening up on targets of opportunity ashore. By 11 November two men had been drowned and one was missing. He was believed also to have drowned. However, compared to casualties ashore these were light and work went on. On the 15th, SUSAN B. ANTHONY stood out of the transport area escorted by USS KEARNEY and USS PARKER. She moored alongside the dock at Safi and continued unloading her cargo. On 18 November AP-72 stood out again this time with USS ALGORAB and set course for Norfolk, Virginia. The following morning, Captain Henry Hartley held meritorious mast for some of the men in his boat crews. The ship arrived at Norfolk without incident on 30 November and moored to the dock to take on stores.

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HISTORY OF USS VULCAN (AR 5)

USS VULCAN, Fleet Repair Ship, was named for the colorful character, in Greek mythology, the Roman god of fire who fashioned and adorned the palaces of Olympian gods and fashioned armor for Achilles. Thus the name VULCAN was appropriately given to this ship, which rebuilt, remodeled and repaired damaged warships in widely separated places on the globe. A floating repair base and service center, she has never in her career failed to accept or to complete a job for lack of equipment, material, personnel or the necessary knowledge for carrying out a project.

First of the modern Repair Ships, VULCAN was conceived, planned and the building supervised by the best repair experts in the Navy. Her keel was laid on 16 December 1939, at the Camden, New Jersey yard of the New York Shipbuilding Corporation. At the launching ceremony on 14 December 1940, Mrs. James Forrestal, wife of the late Secretary of Defense, was sponsor. Captain R. S. Mathewson, in his speech, designated her to be the craftsman, forger and healer of wounded floating warriors of the Navy, at the commissioning ceremony on 16 June 1941.

During the five years of her life, 1941-1946, VULCAN accomplished many repairs and alterations to vessels of the U. S. Navy as well as those of our allies. From her commissioning to December 1944, she operated in the Atlantic and Mediterranean areas, basing at Argentina, Newfoundland; Hvalfjördur, Iceland, Algiers and Mers-El-Kebir, Algeria. Her first major repair job was the emergency repair made to USS KEARNY (DD 432) after she had been torpedoed by a German submarine off the coast of Iceland in October of 1941.

The structural alteration and installation of additional anti-aircraft armament on sixteen American destroyers, in record time, and the alteration and installation of an extensive anti-aircraft battery together with changes in magazine stowage, and radar installation were other jobs which VULCAN took in stride.

Commencing with January 1945, VULCAN roamed the Pacific from Noumea, New Caledonia to Kure, Japan, performing many and varied repairs to Naval and Merchant vessels of the United States and her allies. Outstanding work was the maintenance and overhaul task for Amphibious Group Four, at Purvis Bay and Noumea, in preparation for the Okinawa Operation.

After leaving Noumea, VULCAN proceeded to Ulithi, the famed "Overhaul Center of Commander Service Squadron TEN" where she made repairs to various types of ships for a period of several months. A similar mission was accomplished at Leyte Gulf, Philippine Islands.

Moving on to Buckner Bay, Okinawa, VULCAN arrived in the wake of a typhoon which had caused extensive damage to vessels in the harbor, numerous vessels having been driven ashore, and otherwise damaged by the heavy seas and high winds. Repair work was well in

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HISTORY OF USS WILLIAMSBURG (AGC 369)



USS WILLIAMSBURG was built by the Bath Iron Works, Bath, Maine in 1931. She was built as a private yacht, designed for ocean travel, and under private ownership was named ARAS.

The Navy acquired the ship on 24 April 1941, and under the supervision of the Commandant, THIRD Naval District, she was converted to a gunboat. She was fitted with two 3-inch 50 caliber guns and other equipment necessary for a patrol vessel.

ARAS was renamed USS WILLIAMSBURG (PG 56) commissioned as a naval vessel on 7 October 1941 in New York, New York. She was sent from there a short time later to the Norfolk Navy Yard for additional special equipment. She then served as a flagship for convoy commanders in the North Atlantic and was later ordered to Iceland where she became the flagship of the Commandant of the Naval Operating Base there.

During the period from 1 May through 31 May 1942, WILLIAMSBURG was stationed at Reykjavik, Iceland, serving as the flagship of Rear Admiral J. L. Kaufman, USN. On 27 May USS WILLIAMSBURG was assigned to a task group and given the job of patrol and escort duty in the Iceland area.

In the early part of June 1943, WILLIAMSBURG was anchored at Hvalfjordur, Iceland for minor repairs from a tender. Upon completion of this work, she escorted USS PEGASUS, a cargo vessel, to a point south of Iceland. Later she sank a floating mine with machinegun fire with the aid of a Norwegian plane, and carried 58 Army officers and two Army nurses on a reconnaissance trip.

In August 1942, WILLIAMSBURG was host to a troupe of 45 "Command Performance" entertainers at Falcon Point, Iceland, where two shows were given. Other duties in this period included escort work in a convoy to Londonderry, Ireland during which 14 depth charges were dropped by two ships seeking out a U-boat. Upon arrival at Londonderry, WILLIAMSBURG was dry-docked for repairs to a starboard stern bearing and installation of new sound gear.

USS WILLIAMSBURG stood out to sea for sea trials on 12 September 1942. She held trial runs, anti-aircraft and submarine training runs, then sailed for Iceland, arriving at Hvalfjordur on 30 September. October, November, and December were spent in continued escort and patrol duties in the Iceland area, assisting in the landing of troops at three points in Iceland. There were frequent air raid warnings but no enemy planes were sighted.

U. S. Naval Vessels Used as Presidentail YachtsU.S.S. DESPATCH

A steamer of 560 tons purchased in November 1873. She was 174 feet in length, 25 feet 6 inches beam, and 12 feet 4 inches in depth. She was armed with 3 20-pounders in 1873. She cruised along the Atlantic coast, in the West Indies, and to Europe, routine cruising, 1873-1880. On November 9, 1880 the DESPATCH stood down the Potomac with President Hayes and his cabinet aboard and from that time to late in 1890 she made many cruises with the Presidential party on board, the last cruise of that kind shown being August 11th with Vice President Morton and some others. She was wrecked on the Virginia coast October 10, 1891.

U.S.S. DOLPHIN

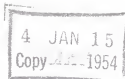
Dispatch vessel of 1,465 tons normal displacement, built by John Roach & Sons, Chester, Pa., length between perpendiculars, 240 feet; breadth on load water line, 32 feet; mean draft, 14 feet 3 inches; launched April 12, 1884; commissioned December 8, 1885. In addition to regular naval duties, this vessel at times cruised with the President, the Secretary and Assistant Secretary of the Navy, the Admiral of the Navy, or various high government officials and foreign dignitaries on board. President McKinley was aboard her during the ceremonies at Grant's Tomb on April 23, 1897, and she made a number of cruises with the President on board during 1900-1902 and 1905.

U.S.S. SYLPH

Yacht of 152 tons displacement purchased during the war with Spain for \$50,000. Her length was 123 feet 8 inches, breadth 20 feet. This vessel was placed in commission at the Navy Yard at Norfolk on August 18, 1898 and soon after was assigned to the Washington Navy Yard. During her assignment there of about 15 years she was at the disposal of the President, Secretary, and Assistant Secretary of the Navy. McKinley was the first President to use the SYLPH. President Roosevelt made frequent cruises on her to his summer place at Oyster Bay, N. Y., and President Taft used this vessel off the New England coast during the summers of his administration. After the MAYFLOWER became the President's yacht, the SYLPH remained at the Washington Navy Yard for use of the Secretary and Assistant Secretary of the Navy.

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HISTORY OF USS HOLLANDIA (CVE 97)

To accelerate our offensive toward Tokyo a new concept in naval warfare was born during World War II. Fast fleet carriers, supported by battleships and cruisers and screened by a ring of destroyers, were organized into formidable task forces, forming mobile airfields able to strike the enemy thousands of miles in advance of our bases.

In order to support these operations at the end of one of the longest supply lines in history, still more new concepts and weapons were introduced. The supply forces, given entirely new types of vessels, were expanded beyond the wildest peace-time plan. Ferrying planes, fuel, ammunition and men to the carrier task forces, they played an important role in final victory.

One of the ships so engaged was the escort carrier USS HOLLANDIA. Built by placing a flight deck on a merchantman's hull, she earned two battle stars during the Pacific campaign for supporting the Okinawa assault and the raids on the Japanese mainland.

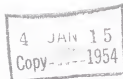
The HOLLANDIA was built by the Kaiser Shipbuilding Company at Vancouver, Washington. Her keel was laid on 12 February 1944 and she was launched on 28 April 1944. Mrs. William H. Wheat, widow of the Honorable William H. Wheat, representative from the state of Illinois, acted as sponsor, christening the ship USS ASTROLABE BAY, for a bay off Alaska. On 30 May 1944, however, this was changed to USS HOLLANDIA, in honor of the Hollandia campaign in Dutch New Guinea. The ship was placed in commission on 1 June 1944 under the command of Captain Charles L. Lee, USN.

The escort carrier was named USS HOLLANDIA in honor of the amphibious operation against Hollandia, Dutch New Guinea on 22 April 1944. Preliminary strikes by carrier-based planes and bombardment by light cruisers and destroyers caused the enemy to abandon his prepared positions so that the landing was made without opposition.

The assault involved a simultaneous three-pronged attack at Tahahmerah Bay, Humboldt Bay and Aitape. Approximately 50,000 Japanese was cut off by the landing, and the complete domination of New Guinea by Allied forces was materially hastened. The attack, which by-passed strong Japanese positions at Wewak, was made possible only by the availability of the fast carrier task force of the Pacific Fleet to neutralize enemy positions in the Western Carolines and to furnish close cover for the landings.

After a short period in port and underway along the West Coast, during which supplies were loaded and operational training exercises conducted the ship got underway on 10 July 1944 from San Diego, California, for a shakedown cruise to Espiritu Santo, New Hebrides, with planes and passengers aboard for transportation. She dropped anchor there on 27 July, and made stops at Finschhafen, New Guinea; Manus and Guadalcanal enroute the United States. Her passengers and cargo were discharged upon her arrival at Port Hueneme, California, on 27 August, and the ship then steamed to San Pedro for alterations, repairs and reloading.

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HISTORY OF USS KWAJALEIN (CVE 98)

Designed to provide logistics support for the fast-moving carriers of the carrier task forces and to take over their jobs as aircraft transports and in amphibious assaults, the escort carriers proved themselves a worthy addition to a fighting fleet during World War II.

The USS KWAJALEIN was one of these "jeep" carriers who enabled the mobile airbases of Task Force 58/38 to roam the seas, striking repeatedly at the enemy without returning to rear areas for replenishment. The ship was built by the Kaiser Shipbuilding Company at Vancouver, Washington, where she was launched on 4 May 1944, with Mrs. Rudolph Johnson, wife of Captain R. L. Johnson, USN, as her sponsor. The ship was placed in commission on 7 June 1944 at Astoria, Oregon, under the command of Captain R. C. Warrack, USN.

The USS KWAJALEIN (CVE 98) was named in honor of the assault on Kwajalein Atoll in the Marshall Islands on 31 January 1944. The Seventh Infantry Division commanded by Major General Charles H. Corlett secured the island on 4 February. Under 'Admiral Griffin 4 old battleships with cruisers, destroyers and rocket-carrying LCI's shelled the beach head for days preparatory to the landing. Admiral Mitscher's Fast Carrier Task Force had destroyed the Japanese airforce in the area so that our surface forces were able to bombard from within the lagoon without fear of air attacks.

A readiness-for-sea period, carrier qualifications, exercises and drills kept the ship busy along the West Coast until 19 July when she got underway from Terminal Island, San Pedro, bound for Espiritu Santo with a load of gasoline, oil, planes and passengers. From there she steamed to Guam, catapulting her planes while still ten miles off shore. Proceeding by way of Saipan and Eniwetok, she sailed back to Pearl Harbor, carrying salvaged Japanese equipment for intelligence studies. A little excitement was provided enroute, when her escort, the USS CONKLIN, made contact with an unidentified ship during the middle of the night. When the proper response was not forthcoming in reply to her challenge, she opened fire, whereupon the target speedily identified himself as a friendly merchantman. No damage was done.

Steaming on to San Diego, the KWAJALEIN went into the Navy yard for a routine availability until 7 October, when she sailed for Manus via Pearl Harbor. A leak in her aviation gasoline tanks caused a delay in Pearl while they tried to locate the leak, but the carrier arrived in Manus on 2 November 1944 and received a temporary assignment as a replenishment carrier.

Taking aboard aircraft ready for combat, the ship got underway for Eniwetok and Ulithi, where she transferred replacement crews to the big carriers of Task Force 38, then in port in preparation for raids on the Manila area and the IVisayas. On 18 November the KWAJALEIN got underway with Task Group 30.8, the logistics supply group, to rendezvous at sea with Task Force 38. She began furnishing planes to the fleet carriers on 21 November, holding another rendezvous on the 26th before returning to Ulithi to reload.

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HISTORY OF USS LEUTZE (DD 461)

To accelerate our offensive toward Tokyo, fast carrier task forces were organized; a new concept in naval warfare. Supported by battleships and cruisers; screened by a ring of destroyers; these mobile airfields were able to strike the enemy thousands of miles in advance of our bases. The LEUTZE (DD 461) was in that outer ring of steel from July 1944 to August 1945. However, she saw more action in support of amphibious operations and on picket station.

After successfully weathering four major amphibious operations, including the Battle of Surigao Strait, the destroyer USS LEUTZE was severely damaged by a suicide plane at Okinawa, while she was giving aid to the stricken USS NEWCOMB.

The ship was built by the Puget Sound Navy Yard at Bremerton, Washington. Her keel was laid there on 3 June 1941 and she was launched on 29 October 1942. Miss Caroline Rowcliff, a granddaughter of the ship's namesake, christened the new destroyer. USS LEUTZE was placed in commission on 4 March 1944, under the command of Commander B. A. Robbins, Jr., USN.

The ship was named for Rear Admiral Leutze, USN, who was born in Dusseldorf, Prussia, on 16 November 1847. Appointed to the Naval Academy in 1863 by President Lincoln, he served on board the USS MONTICELLO on the North Atlantic Blockading Squadron during the Civil War. Subsequently he served with the European Squadron, and was commended for coolness and efficiency in action when his ship, the USS ALSEVERN, was rammed by the iron-clad TERROR. In 1872-80 Admiral Leutze was with the survey expeditions to Nicaragua and Panama and with the Coast Survey. On leave of absence for two years, he was employed by the Tehuantepec Railroad company to survey and explore for a harbor on the Pacific side of the Isthmus Tehuantepec. In command of USS ALERT, Admiral Leutze, then a Commander, guarded American interests during an insurrection in Nicaragua in 1897. The treaty of peace between Nicaragua and Costa Rica was signed on board the ALERT off Punta Arenas.

In command of the USS MONTEREY, Admiral Leutze was present at the capture of Manila, and was officially commended by the Secretary of the Navy for his part in the capture.

After her fitting out and shakedown cruise, the USS LEUTZE got underway from Puget Sound on 8 June 1944, escorting a convoy bound for Honolulu. From there she steamed with a task group to Eniwetok, returning to Pearl Harbor in July. At Pearl Harbor she began operating with carriers as a plane guard, and on anti-submarine screen, rescuing several airmen who were forced to make water landings.

Escorting the battleship NORTH CAROLINA to Puget Sound, the destroyer returned to Pearl Harbor early in August 1944 and then steamed south to Port Purvis to join the invasion forces for Palau. Intensive rehearsals in every

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HISTORY OF USS LYMAN K. SWENSON (DD 729)

Far on the horizon a group of small dark specks were sighted on the morning of October 30th 1944. Rapidly growing in size they were identified as "Kamikaze", dreaded suicide plane of the enemy. As the formation closed with our surface task force, a wall of hot lead and steel met the attacking planes. As the protecting destroyer screen knifed through the blue-green waters of the Pacific, an occasional glimpse of the white numbers painted on their hulls could be noted. One in particular stood out....729....the LYMAN K. SWENSON. It was she, who had the distinction of being the first to open fire on the attacking kamikaze, and of being one of the only two screening ships to open fire during the ensuing action.

A veteran of sixteen months action, during which time she earned five combat stars on the Asiatic-Pacific ribbon, the SWENSON first came in being at the Bath Iron Works Corporation, Bath, Maine on 11 September 1943 when her keel was laid. Launched five months later. She was sponsored by Miss Cecelia A. Swenson, daughter of Captain Lyman K. Swenson. She was commissioned on 2 May 1944 at the Boston Navy Yard and Commander Francis T. Williamson, USN, assumed command as her first skipper.

The destroyer was named in honor of Captain Lyman Knute Swenson, USN, who lost his life on 13 November 1942 when the USS JUNEAU which he was commanding was torpedoed and sunk near the Solomon Islands in the Pacific. He was awarded the Navy Cross for extraordinary heroism in command of the JUNEAU during action with enemy forces, of 2 battleships, one cruiser, and 15 destroyers, 12-13 November 1942 in the Battle of Guadalcanal with the ATLANTIA, SAN FRANCISCO, HELENA, PORTLAND and 7 destroyers, our forces engaged at close quarters and defeated the superior Japanese force. Although several of our ships were lost, the landing of enemy reinforcements on Guadalcanal was frustrated.

During World War I he served with the submarine force, Atlantic Fleet. He was born 23 October, 1892 at Pleasant Grove, Utah.

After commissioning, the LYMAN K. SWENSON sailed for the British West Indies on her shakedown cruise upon completion of which she returned to the Boston Navy Yard for remodeling and repairs. Within one month she was ready for a trial run; to Casco Bay, Maine.

Upon completion of a satisfactory trial run she steamed to San Diego via for the Panama Canal acting as one of three escorts for the aircraft carrier USS HANCOCK enroute; then on to Pearl Harbor and Destroyer Squadron 61 to which she was assigned. In the waters surrounding Oahu, she participated in and completed a pre-combat training program. Now she was ready to join the fighting ships of our fleet. From the Hawaiian waters she steamed with other elements of Squadron 61 to Eniwetok Atoll; from here she sailed to Ulithi Atoll. While in this anchorage, she received orders to escort several fleet oilers to reinforce Admiral Halsey's replenishment group. The rendezvous point brought the SWENSON into the Philippine area, in October 1944.

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HISTORY OF USS MACOMB (DMS 23) (ex DD 458)

One of the most widely-traveled and most versatile ships of the United States Navy during World War II was the destroyer mine sweeper USS MACOMB. Serving on North Atlantic convoy duty, with the British Home Fleet, as a plane guard during the invasion of North Africa, sweeping hostile mines in Japanese waters, and steaming on radar picket duty at Okinawa, she earned five battle Stars and a Navy Unit Commendation.

The ship was still being fitted out when the Japanese struck at Pearl Harbor. Her keel had been laid on 3 September 1940 in the Bath Iron Works yards at Bath, Maine, and she was launched on 23 September 1941. Two granddaughters of the two Navy men for whom the ship was named, Mrs. Ryland W. Greene and Mrs. Edward H. Chew, christened the new vessel, which was first placed in commission as DD 458 on 26 January 1942 at the Navy Yard, Boston, Massachusetts. Lieutenant Commander W. H. Duvall, USN, assumed command.

The ship was named in honor of Commodore William H. Macomb, USN, and his first cousin, Rear Admiral David B. Macomb, Chief Engineer, USN. Both were active during the Civil War.

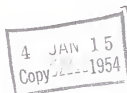
While attached to the USS GENESSEE, Commodore W. H. Macomb, attempted the passage past rebel batteries at Port Hudson, 14 March 1863, and took part in almost daily engagements with rebel batteries along the Mississippi during April, May and June 1863. He commanded the U.S. steamer SHAMROCK in the North Atlantic Blockading Squadron during 1864 and 1865, commanding the naval force in the capture of Plymouth, North Carolina, and during an expedition up the Roanoke River in North Carolina. For his gallantry and energy as displayed in his operations in the North Atlantic Squadron, he was advanced several numbers in his grade.

Commodore Macomb was born in 1819 in Michigan, and died on 12 August 1872.

Rear Admiral Macomb, born near Tallahassee, Florida, in 1827, was appointed as a Third Assistant Engineer in 1849. He served on board several vessels, and with the Ringgold exploring expedition to the North Pacific, China and Japan Seas. He was with Commodore Perry's Fleet at the opening of Japan in 1853-55. He was with the first vessel of war on blockade off Charleston, South Carolina, and Pensacola, Florida, when the Civil War began. In 1862-63 he was ordered to special duty connected with the building of the monitors NAHANT and CANONICUS, and was on board the CANONICUS during several battles.

During a return voyage from Havana, Admiral Macomb personally saved the ironclad from floundering when one of her tiller ropes broke in a gale off Batters. At the risk of his life, he dove four times under the counter and finally refastened the wire rope to the tiller.

His inventions include the Macomb Bilge Strainer, still in use on ocean-going vessels, and the hydraulic lift when applied to the turrets of ironclads. Admiral Macomb was placed on the retired list in 1889, after forty year's service. He died in 1911.



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HISTORY OF USS REDFIN (SS 272)

Our submarines were employed in our mounting offensive in the Pacific to cut enemy communications to his great sea empire, even attacking snipping in Japanese home waters. Our subs were also used to support fleet actions as pickets, weather stations, landing reconnaissance raiders, and by attacking combat units including ASW vessels.

During her seven successful war patrols the USS REDFIN sent 64,300 tons of Japanese shipping to the bottom—a record few submarines could equal.

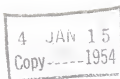
The keel of the SS 272 was laid at the Manitowoc Shipbuilding Company, Manitowoc, Wisconsin on 3 September 1942. She was launched on 4 April 1943 with Mrs. B. B. Wygant, wife of Captain B. B. Wygant, acting as sponsor. Following the established tradition of naming underseas craft for fish, the REDFIN was named for a North American fish of the carp family. On 31 August 1943 she was commissioned with Lieutenant Commander R. D. King, USN, as commanding officer.

After trials on Lake Michigan and a short visit to the Great Lakes Naval Training Station, the REDFIN left Manitowoc for the long trip down the Mississippi River in a floating drydock. She left New Orleans under her own power, arriving in Panama on 15 October 1943. After an intensive training period in Panama, she sailed on the long trip across the Pacific, stopping for fuel at the Galapagos Islands enroute to Milne Bay, New Guinea.

On 26 December the REDFIN departed New Guinea for her first war patrol in the South China Sea. On the 16th she made her first contact -- a four ship convoy with an undetermined number of escorts. Shortly before sunset, while she was tracking the group from ahead, she was sighted and challenged by a destroyer. The destroyer immediately gave chase, and the REDFIN increased her speed to full power. About 20 minutes after sunset the destroyer opened fire with two and three gun salvos, the closest landing about 50 yards abeam of the REDFIN. The submarine fired four torpedoes. Three hits and three minutes later the Japanese destroyer had disappeared from sight. Contact on the convoy could not be regained, and the REDFIN returned to Fremantle, Australia for supplies.

On 2 March 1944 Lieutenant Commander M. H. Austin relieved Commander King as skipper. The period 8 - 14 March was spent on a scouting line two hundred miles from Fremantle to combat a possible Japanese move against Western Australia. On the 19th she departed Fremantle on her second war patrol. The assigned area was the Celebes Sea. On 11 April a submerged attack was made on a large destroyer off Zamboanga, Mindanao. Four torpedoes were fired to score three hits. The destroyer's magazines exploded and she sank by the stern in a mass of flames. While patrolling on the surface on 12 April, a Japanese light cruiser and destroyer were sighted. After a five hour chase at full speed, four torpedoes were fired, but all missed. Three nights later, two surface attacks were made on a convoy of five ships and three escorts south of Mindanao. The REDFIN scored seven hits, sinking four ships, and escaped with only a mild depth charging.

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HISTORY OF USS REGULUS (AK 14) (AV 57)

The REGULUS was named for a first magnitude star in the Constellation Leo often used by navigators to chart the course of sailors between the seaports of the world.

The first ship to bear that name was built in 1920 by the Bethlehem Steel Company, Wilmington, Delaware as SS GLENORA. She was acquired by the U.S. Navy on 7 November 1921 and assigned the name REGULUS (AK 14). On completion of reconversion availability she was commissioned 8 August 1940 with the following statistics: overall length 39 feet eleven inches, beam 52 feet 2 inches, displacement 3,590 tons and speed 12 knots.

Her commanding officer was Commander James J. Doyle. After initial training and outfitting had been completed the REGULUS operated in the Pacific supplying our bases there. On 7 December 1941 she was at Midway when the Japanese struck at Pearl Harbor - two days later she sailed to render whatever assistance possible to the stricken ships, arriving 14 December. Thereafter she operated out of Pearl Harbor supplying our advance bases until 13 January 1942 when she returned to San Francisco for Navy Yard overhaul.

On 28 May 1942 Lieutenant Commander Edward Kirby-Smith relieved Commander Doyle as commanding officer and sailed for Pearl Harbor as soon as her shake-down cruise had been completed. Resupply runs were made between there and Midway until September 1943 when she joined Task Force 11 at Baker Island. Lieutenant Commander H. B. Jonsen, USNR, had assumed command on 3 June 1943. She then operated out of Pago Pago, Ellice, Samoa under Commander Service Squadron 8 until April 1944 when she began bringing supplies to Pearl Harbor from the U.S. mainland. In November 1944 she reported to Ulithi, Manus where she serviced the fleet at anchor until 20 May 1945 where she sailed for San Pedro Bay, Philippines. She sailed for Okinawa on 6 July when she stayed except for typhoons until 26 November, with the war's end she continued routine cargo lifts to Guam; then San Francisco, arriving there 8 January 1946. She was placed out of commission in the Reserve Fleet on 25 March 1946 at Mare Island and was disposed of by the War Shipping Administration in June 1946.

Although earning no battle stars the supplies she delivered to our advance bases permitted other forces to mount the offensive that caused the Rising Sun to set. She was awarded the Navy Occupation Service Medal, Asia, period 2 September - 27 November 1945.

A second REGULUS (AF 57) is being readied at the Todd Shipyard, Brooklyn, New York, from the SS ESCABABA VICTORY which was acquired by the Navy 5 May 1952, originally built in July 1944 at Portland, Oregon. Conversion began 9 May and will be completed and the ship commissioned 20 January 1954. Commander John D. Lantaret of California will be her first commanding officer. Statistics: overall length 455 feet, beam 62 feet, displacement 7,360 tons, trial speed 17 knots.

Compiled: 29 December 1953

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HISTORY OF USS ROBINSON (DD 562)

Although she earned seven battle stars for amphibious operations from the Marianas to the Philippines, including the Battle of Surigao Strait, the destroyer USS ROBINSON came through World War II without the loss of a man.

The lucky little can was built by the Seattle-Tacoma Shipbuilding Corporation, Seattle, Washington. Her keel was laid on 12 August 1942, and she got her traditional bath of champagne from Mrs. Heward M. Sayers on 28 August 1943. Mrs. Sayers, a Seattle resident, was the mother of nine children, three of whom were then serving in the armed forces. The vessel was placed in commission on 31 January 1944. Commander E. B. Grantham, USN, assumed command.

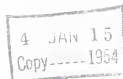
USS ROBINSON was named for Captain Isaiah Robinson, a Navy Commander during the War for Independence. On 6 July 1776, in command of the sloop SACHEM, Captain Robinson captured a British vessel of six guns and brought her into port. On 10 October 1776 he was appointed a captain in the Continental Navy and given command of the ANDREW DORIA, sailing shortly after for St. Eustatia, West Indies, for military stores. In December 1776 he captured the British 12-gun sloop of war RACEHORSE and another small vessel off Puerto Rico. During October and November 1777 he took part in the defense of the Delaware River, driving off the British ships and burning his own vessel to prevent capture by the enemy. In 1779 he commanded the Pennsylvania privateer POMONA, 12 guns, in which he captured several British privateers. No data is available on his birthplace but since he was a member of the Philadelphia Ship Masters Association it was probably in Pennsylvania.

The first ROBINSON, a torpedo boat destroyer, was launched in 1918 and transferred to Great Britain in 1940. Miss Evelyn Tingey Selfridge, a great-granddaughter of Rear Admiral T. O. Selfridge, USN acted as sponsor.

After a brief shakedown in the San Diego area, DD 562 reported as flagship of Destroyer Division 112 on 21 April 1944. By the last of May she was underway with Task Group 52.15 for the invasion of Saipan.

Steaming well in advance of the main body as a radar picket, the destroyer suddenly made contact with a small surface target at about 2020 on 14 June 1944. Challenging by radio, she received no answer. Since many small boats were known to be in the vicinity, she fired starshells to illuminate the target, which promptly dived. Making a sound contact, the ROBINSON made three depth charge runs on the suspected submarine, bringing up large quantities of diesel oil. Since she was needed for the initial assault force, she was ordered to turn the contact over to the CONY and rejoin. Contact was later lost.

During the landings, the ROBINSON furnished accurate shore bombardment in addition to screening the heavy bombardment units. During the 15th she scored hits on one gun on Saipan, several batteries, and on a pillbox on adjacent Tinian island. After conducting harassing fire through the night, she knocked out an artillery battery on a reverse slope and helped break up two tank attacks. She remained in the area until 26 June 1944, when she proceeded



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HISTORY OF USS ROI (CVE 103)

To accelerate our offensive toward Tokyo, fast carrier task forces were organized; a new concept in naval warfare. Supported by battleships and cruisers; screened by a ring of destroyers; these mobile airfields were able to strike the enemy thousands of miles in advance of our bases.

Built by adding a flight deck to merchant hulls, the little escort carriers contributed much to their victory in World War II. Ferrying aircraft to advanced bases, providing replacements for the battle losses of the fast carrier task forces, these ships enabled the United States to fight a successful war at the end of one of the longest supply lines in history.

One of these "jeep" carriers was the USS ROI, built by the Kaiser Shipbuilding Company at Vancouver, Washington. Launched there on 2 June 1944, she was christened by Mrs. William Sinton, wife of Captain Sinton, USN. The ship was first placed in commission on 6 July 1944, under the command of Captain P. H. Lyon, USN.

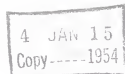
She was named in honor of the battle for Roi on 31 January 1944. There the 300 Japanese ~~island~~ were destroyed by naval gunfire and the landing of Marines was made unopposed on 2 February. This was part of the assault on the Marshall Islands from which we were to establish a major base over 2,000 miles closer to Japan.

After a shakedown cruise off San Diego, California, the new ship was assigned to the Carrier Transport Squadron, with the duty of transporting planes, equipment and men to forward bases. She began her first voyage on 13 August 1944 when, loaded with 287 passengers, 71 planes and other cargo, she sailed for Espiritu Santo and Manus, returning to San Diego by 27 September for an availability. On 21 October she left port again, bound for Manus. From there she steamed to Pearl Harbor and back to San Diego, leaving on 2 December for Pearl Harbor.

Getting underway again on 10 December, she steamed to Eniwetok and Guam, calling at Pearl Harbor on her way back to San Diego. Repairs and a routine overhaul kept her in port most of January 1945, but on the 29th of the month she sailed up the coast to Alameda, California, for loading. On 1 February she got underway for Pearl Harbor and Guam, returning to San Diego via Pearl Harbor for another availability. Taking aboard her cargo at Alameda, she again set her course for Pearl Harbor, and then continued to Majuro before returning to Hawaii.

Her next voyage took the well-traveled carrier to Kwajalein, where she anchored off Roi Island. Proceeding from there to Eniwetok and Guam, she returned to Pearl Harbor to begin carrier refresher operations in preparation for her new duty as a replenishment carrier for the hard-hitting fast carrier task forces of the THIRD Fleet.

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HISTORY OF USS SEA DEVIL (SS 400)

Unlike other combatant type ships, which were only component parts of an operation, each submarine patrol was an operation in itself. As the American offensive rolled across the Pacific, submarines were employed to support fleet actions as pickets, weather stations, and landing reconnaissance raiders; but their most important function was cutting enemy communications to his great sea empire, boldly pursuing and attacking shipping in Japanese home waters.

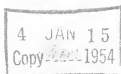
The history of the USS SEA DEVIL began on 18 November 1943, when her keel was laid at the U. S. Navy Yard, Portsmouth, New Hampshire. She was named for one of the giant rays belonging to the family Mobulidae. These fish range throughout all warm seas and grow to a huge size. Two cartilaginous horn-like lobes project forward at the front of its head on each side - the "devil's horns" - from which the name is derived. At the launching on 28 February 1944, she was sponsored by Mrs. S. S. Kennedy, wife of Rear Admiral Kennedy. On 24 May 1944, the SEA DEVIL was commissioned and Commander Ralph E. Styles, USN, assumed command.

After extensive training, the SEA DEVIL sailed for the Pacific, via the Panama Canal, and arrived at Pearl Harbor on 9 August 1944. Voyage repairs and late alterations were accomplished, and on 3 September she slipped out of Pearl Harbor on her First War Patrol. While patrolling off the South coast of Honshu on the night of 16 September, she made her first contact. In a dawn submerged attack, four torpedoes were fired for two hits and the destruction of an I-58 class submarine. Three later torpedo attacks were made on a torpedo boat, a destroyer, and a small freighter, but no hits were scored. She returned to Majuro on 25 October 1944, where refitting out was accomplished by the USS HOWARD W. GILMORE.

The SEA DEVIL departed for her Second War Patrol on 19 November 1944, to be conducted in the Nansei Shoto area. By December Japanese merchant tonnage afloat had reached a new low. So much of it was on the bottom geographically that the hunting submarines could find little to shoot at. However on 2 December, while blockading the islands of the home Empire, the SEA DEVIL ambushed a large convoy off southwest Kyushu. In a night submerged attack, her torpedoes sank the 6,859 freighter AKIGAWA MARU, and the 9,467 ton passenger-cargoman HAWAII MARU. On 9 December contact was made on a high speed task force. In a midnight submerged attack, the large carrier JUNYO came to grief with two torpedo hits, and another light cruiser was damaged with one hit. For the remainder of the month, Japanese shipping in home waters was almost non-existent, and the SEA DEVIL returned to Pearl Harbor on 11 January 1945.

On 7 February 1945 the submarine departed Pearl Harbor on her Third War Patrol. Eight days were spent at Saipan where a wolf pack consisting of the TENCH, BALAO, GROUPE, and SEA DEVIL was formed for a patrol in the Yellow Sea area. These wolf packs were organized on the model of Germans in the Atlantic to make our patrols more effective. In April 1945, Japan

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HISTORY OF USS SEGUNDO (SS 398)

Our submarines were employed in our mounting offensive in the Pacific to cut enemy communications to his great sea empire, even attacking shipping in Japanese home waters. Our subs were also used to support fleet actions as pickets, weather stations, landing reconnaissance raiders and by attacking combat units including ASW vessels.

Though named for a rare fish of the Cavalla family, torpedoes from the USS SEGUNDO became familiar sounds to the Japanese as they smashed into the sides of their merchant ships; officially credited with only 2 vessels over 500 tons displacement. However, many smaller craft were sunk and several damaged.

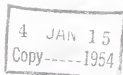
The keel for this submarine was laid on 14 October 1943 at the U. S. Navy Yard, Portsmouth, New Hampshire. On 5 February 1944, Mrs. John L. Sullivan, wife of the Assistant Secretary of the Treasury, christened the ship as she slid down the ways. She was accepted by the Navy at the commissioning ceremonies on 9 May when Lieutenant Commander J. D. Fulp, USN, came aboard as commanding officer.

She arrived at Pearl Harbor on 25 July, and sailed on 21 August for her first patrol. On the night of 8 September she delivered the operation plan to the HARDHEAD off Siargao Straits, and the following day arrived in the waiting area with instructions to conduct surface or submerged patrol. She was in contact with an American task force during the 12th as it delivered air strikes against the Eastern Philippine Coast. On the following morning two friendly planes came straight in and strafed the SEGUNDO as she was diving, but fortunately their shots fell short.

On 14 September she joined the Offensive Reconnaissance Group "Zoe". This group consisted of thirteen submarines forming a scouting line between the Palaus and Nansei Shoto. Their purpose was to report and intercept any enemy force attempting to hamper our occupation of the Palau Islands. No contacts were made and on 24 September the SEGUNDO joined a coordinated attack group known as "Wilkin's Bears" with the WHALE and SEAHORSE. She proceeded to her patrol area in the Luzon Straits and the upper part of the South China Sea. It was a very uneventful patrol, with no ships worthy of torpedo fire being contacted. She returned to Majuro on 21 October 1944 for refit.

The SEGUNDO departed Majuro on 16 November, and after topping off with fuel at Saipan, arrived in her patrol area in Luzon Straits and South China Seas on 1 December. She was now a unit of a pack known as "Roy's Rangers" consisting of the TREPANG, RAZORBACK, and SEGUNDO. These wolf-packs had been organized similar to the Germans in the Atlantic to make our patrols more effective. A total of nine ship contacts were made, but only one developed into an attack. This occurred on the evening of 6 December 1944: All three vessels of the wolf pack were able to attack, and the effectiveness of the coordinated attack group as a potent destructive power was amply demonstrated, sinking 7 of the convoy.

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HISTORY OF USS SHUBRICK (DD 639)

Taking German bombs and Japanese Kamikazes in her stride, the tough little tin can USS SHUBRICK weathered two hits which might well have sent her to the bottom except for excellent damage control measures in earning four battle stars during World War II.

The ship, third of the name, was built by the Norfolk Navy Yard at Norfolk, Virginia, where her keel was laid on 17 February 1942. Launched on 18 April 1942, she was christened by Mrs. Grosvenor Bemis, a great-great-granddaughter of Rear Admiral Shubrick, USN. The vessel was placed in commission on 7 February 1943, when Lieutenant Commander Louis A. Bryan, USN, assumed command.

Rear Admiral William B. Shubrick, for whom the ship was named, was appointed as a midshipman in 1806 and as a Lieutenant was awarded the medal for service in the War of 1812 and in defense of the USS CONSTELLATION at Norfolk. He commanded the Pacific Squadron in 1847 during the Mexican War, commanding the naval forces at the capture of Mazatlan, Guyannas and other towns. He was placed on the retired list in 1861, but was on duty in important shore stations during the Civil War. He was born 31 October 1790 in Bull's Island, South Carolina.

Torpedo Boat 31 and DD 268 were named SHUBRICK. The first was launched in 1899 and sold in 1920. DD 268 was one of the 50 transferred to Great Britain in 1940 under Lend-Lease. It was launched in 1918.

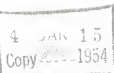
After her shakedown cruise in Casco Bay and a post-shakedown availability at Norfolk, the new destroyer got underway on 8 June 1943 with Task Force 65, escorting a convoy of 18 transports and six auxiliaries to North Africa in preparation for the invasion of Sicily. On 9 July the ship began the approach to Sicily and her first amphibious assault.

The sky was brightly illuminated with the red and green tracers that the Germans were throwing up against paratroopers. The landing craft hit the beach at 0300 on the 10th, with the SHUBRICK standing by for fire support. Unable to establish contact with her fire control party ashore, the ship fired at gun flashes and searchlights throughout the area. After daylight, she was called on to break up a German tank concentration, and did so with great success.

The Luftwaffe hit the landing force again and again, but not without cost to themselves. Gunners aboard the SHUBRICK spotted one bomber coming through the smoke and haze at 2230 on the 11th and knocked him down 1500 yards away. On the 12th they shot down a fighter over the landing beach, and then proceeded to Algiers, screening the BROOKLYN, BOISE, and SAVANNAH. Returning on 19 July 1943, the ship gave fire support to the advancing troops, making one more voyage to Bizerte before screening the SAVANNAH to Palermo.

Air raids were still heavy in this area, and on 4 August one of the enemy aircraft caught the destroyer, straddling her with two bombs and scoring a direct

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HISTORY OF USS SOUTHERLAND (DDR 743)

Commissioned late in the war, the destroyer USS SOUTHERLAND joined the fast carrier task forces for the last strikes of World War II against Japan.

To accelerate our offensive toward Tokyo, fast carrier task forces were organized; a new concept in naval warfare. Supported by battleships and cruisers; screened by a ring of destroyers, these mobile airfields were able to strike the enemy thousands of miles in advance of our bases. Five years later she was again in action during the Korean conflict, winning four engagement stars.

The destroyer was built by the Bath Iron Works Corporation at Bath, Maine, where her keel was laid on 27 May 1944. Mrs. Edmund Richardson, a daughter of the late Rear Admiral Henry Southerland, USN, christened the ship when she was launched on 5 October 1944. Commander Russell C. Williams, USN, assumed command when the USS SOUTHERLAND was first placed in commission on 22 December 1944.

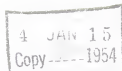
Rear Admiral H. H. Southerland, USN, entered the Navy as an apprentice in 1865. He graduated from the Naval Academy in 1872, standing second in his class. During the Spanish-American War, he was in command of the USS EAGLE, serving on the Cuban coast. In 1912 he assumed duties as Commander-in-Chief of the Pacific Fleet. Admiral Southerland retired in 1914, and died in Washington, D. C., on 30 January 1933. He was born 10 July 1852 in New York City.

After a "ready for sea" period, the USS SOUTHERLAND sailed from Boston on 11 January for a shakedown cruise off Bermuda. Her training was interrupted on 24 January 1945 for two days, while acting as a special plane guard. During this time, she suffered minor damage from heavy seas, and returned to Bermuda for repairs. When her shakedown cruise was completed, the SOUTHERLAND steamed back to Boston for her post-shakedown availability and for conversion to a radar picket ship, the second destroyer to be so converted.

Leaving the yard on 20 April, the ship underwent fighter-director training exercises off Atlantic City, New Jersey, and then joined a group bound for Culebra Island to conduct shore bombardment exercises. From there she proceeded to Guantanamo Bay, Cuba, and on 30 April 1945 got underway for the Panama Canal, in company with USS DAYTON.

Transiting the canal on 3 May, the SOUTHERLAND set course for Pearl Harbor and an eight-day training period. On 28 May, in company with the USS CALIFORNIA and FRANK KNOX, she took her departure for Ulithi and San Pedro Bay, Leyte, Philippines. Upon her arrival at Leyte on 16 June 1945, the ship was assigned to Task Group 38.3. Three days of training and a run to Manila followed until 1 July, when the task force got underway for the Japanese home waters.

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HISTORY OF USS SPADEFISH (SS 411)

"Execute unrestricted air and submarine warfare against Japan."

In response to this dispatch, Allied submarines sank 1,750 Japanese steel merchant vessels from 7 December 1941 to 15 August 1945. This was over 56% of the total of such losses. Japan began the war with sufficient shipping to support her national economy, to feed her war industries with the loot of the Indies, and to support her military operations. She based her hopes of victory on a speedy conquest and development of the sources of raw material she needed to prosecute the war, and her ability to replace war losses in shipping by construction and seizure of ships. In the first she was successful. In the second she failed. Japanese shipping declined continuously from the first days of the war. Statistics show that the major factor in this decline of her ocean transports, was the operations of the "Silent Service".

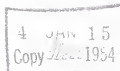
On 27 May 1943 the keel for one such ship was laid at the Navy Yard, Mare Island, California. During her thirteen months of war service, she was destined to rank among the top twenty-five submarines for the total of Japanese shipping sunk, 21 ships for a total of 68,091 tonnage. On 8 January 1944, she was launched when Mrs. Francis W. Scandland, wife of Captain F. W. Scandland, served as sponsor for the ceremonies. And christened her USS SPADEFISH (SS 411) for a paddle fish found on the coast from Cape Cod to Cuba. Two months later, on 9 March, she was placed in commission, and turned over to her skipper, Commander Gordon L. Underwood, USN.

The first trials were conducted in San Francisco Bay on 8 May. She was escorted to waters deep enough to allow the crew to test dive her. Although sound contact was lost with the escort during the dive, the ship's company continued with the tests. Surfacing a few hours later, she discovered the impatient escort had departed. The SPADEFISH proceeded to port to find rumor rampant that she had sunk in 1200 feet of water. Blimps, planes, and small craft had been ordered out to search for survivors, boat, or wreckage. But this was only one of the times the stalwart SPADEFISH was to repudiate such rumors.

By 14 June 1944, all training and alterations were completed, and the ship sailed for Pearl Harbor. On 23 July she joined a wolf pack consisting of the PICUDA, REDFISH, and SPADEFISH and nosed out of Pearl Harbor for her first war patrol. These wolf packs were organized similar to the Germans in the Atlantic to increase the effectiveness of our patrols. After topping off at Midway, this pack known as "Donk's Devils" proceeded to its assigned area. Patrolling in "Convoy College", their area extended from northern Luzon, north to the southern tip of Formosa, and west of the China Coast.

On 9 August the new ship gained her first contact with the enemy, when a plane forced her to crash dive. Three days later, while off the southeastern tip of Formosa, a typhoon set in which increased in intensity until, by the next day, the ship frequently rolled as much as 25 degrees while at a depth of 150 feet. As a result the boat broached on each observation, while the visibility

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HISTORY OF USS TINGEY (DD 539)

During her World War II career, the destroyer USS TINGEY steamed better than 160,000 miles with the fast, hard-hitting carrier task forces, bringing the war home to the enemy with carrier plane raids on the Japanese homeland. Operating continuously for over thirteen months without returning to a rear area, the ship earned eight battle stars on the Asiatic-Pacific Area Service Medal.

The ship was built by the Bethlehem Steel Company at San Francisco, California, where her keel was laid on 22 October 1942. Mrs. Garry Owen, great-great-great granddaughter of Commodore Thomas Tingey, USN, christened the destroyer when she was launched on 28 May 1943. The USS TINGEY was placed in commission on 25 November 1943, with Commander John O. Miner, USN, as her first commanding officer.

Named for a naval hero of the Revolutionary War, the USS TINGEY was the third ship to bear the name. The first, a torpedo boat, was launched in 1901 and stricken in 1920. USS TINGEY, (DD 272), second of the name, was launched in 1919 and sold in 1936.

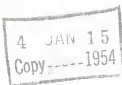
Commodore Thomas Tingey was born in London, England, in 1750. Upon reorganization of the Navy in 1794, the President of the United States made him a captain, his commission being dated 3 December 1798. He was assigned to the command of the GANGES which, with three other ships, formed a squadron to cruise in the West Indies during the War with France, 1798-99. In 1800 he was called to Washington to establish the Washington Navy Yard, becoming commandant, a position which he held until his death in 1829.

After a routine shakedown and post-shakedown yard period, the USS TINGEY reported to the Pacific Fleet destroyer force at Pearl Harbor, where another short training period was assigned. This duty was completed on 1 April 1944, and the ship proceeded to Majuro Atoll, Marshall Islands, reporting for duty with the carrier screen of Task Force 58.

She first got into action on 22 April, when the big carriers launched strikes against New Guinea, in support of the landings Hollandia. Her only personnel casualties of the war occurred during this action on 29 April 1944, when the task force visited Truk during their return to base. One of the ships of the formation inadvertently hit the TINGEY with two 40 mm projectiles during an air action, resulting in the death of two men, while 20 more were wounded.

On the next day the TINGEY was detached, together with seven battle-ships and accompanying destroyers and carrier planes, to level off Ponape. The raid proved to be routine target practice, with no casualties. Late in May the force put to sea again for a final raid against Marcus and Wake, destroying anything which might interfere with the supply lines to the Marianas. And on 6 June 1944 the mighty group left Majuro, bound for preliminary strikes on the Marianas to pave the way for the invasion forces scheduled to land on 15 June 1944.

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HISTORY OF USS VAN VALKENBURGH (DD 656)

Although hers was not a starring role, the destroyer USS VAN VALKENBURGH played her part well in World War II, earning three battle stars in the Pacific campaign during her year of war-time service.

Built by the Gulf Shipbuilding Corporation, Chickasaw, Alabama, her keel was laid on 15 November 1942. At the launching ceremonies on 19 December 1943, the widow of the man for whom the ship was named, Mrs. Marguerite Van Valkenburgh, acted as the official sponsor. The destroyer was placed in commission on 2 August 1944. Commander Alexander B. Coxo assumed command.

Captain Franklin Van Valkenburgh, USN, was killed during the Japanese raid on Pearl Harbor, 7 December 1941. Captain Van Valkenburgh was in command of the USS ARIZONA, the only battleship permanently lost during the raid. He was posthumously awarded the Congressional Medal of Honor "for conspicuous devotion to duty, extraordinary courage, and complete disregard of his own life."

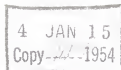
Trim in her gray-black camouflage, the USS VAN VALKENBURGH spent months of training and trials before sailing in November, 1944, for Pearl Harbor from San Diego. Still more training followed, and then the ship sailed for Eniwetok, Saipan, and her first operation. After two days of dress rehearsals, the fleet steamed out for Iwo Jima.

The morning of 19 February 1945, dawned gray and wet as the force reached their objective. The VAN VALKENBURGH was part of the three-deep screen around the island as the transports closed the beaches and discharged their Marines. Taking her turn with the rest of the destroyers, she fired close support for the troops where she could. The supporting battleships and cruisers lay further out, maintaining a steady stream of fire while, weaving in and out among the destroyers closer to the shore, rocket ships and small gunboats chewed away at the pockets along the shore. For a week the ship alternately screened, escorted and bombarded.

As transports and freighters emptied their holds, the VAN VALKENBURGH was ordered to return with a group of them to Saipan, returning to Iwo Jima at noon on 3 March 1945. Five days later she made another trip back to Saipan. On 18 March she once again took up screening duties, this time acting as escort for a new amphibious group. For the next few days the group rehearsed landing maneuvers on nearby Tinian, but it was not until after her departure with the task force on 27 March that her destination was announced as Okinawa -- only 350 miles from the Japanese home islands.

Her particular group was to stage a fake landing in the Southeast coast of the island while the main forces approached from the west. On the morning of 1 April, while the demonstration group gathered in their simulated landing, Army and Marine troops went ashore unopposed on the Hagushi beaches. While resistance on the island was slow in gathering, air opposition was immediate. During the demonstration landing one Kamikaze deliberately crashed

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HISTORY OF USS TINOSA (SS 283)

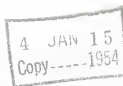
With daring and dexterity, the Silent Service of the United States Navy has established a record of achievement and meritorious action of which few units of any navy may boast. Stories of submarine heroism are legion. One such story is that of the brilliant career of the submarine TINOSA. Already decorated with nine Battle Stars, she received the nation's highest award the Presidential Unit Citation for her fourth, fifth, and sixth war patrols. However, her greatest contribution to the ultimate defeat of Japan was not in terms of Japanese shipping sunk, for it was the TINOSA who tracked down and cornered the defect in the Mark 6 torpedo.

Construction of the submarine began with the laying of the keel on 21 February 1942 at the Navy Yard, Mare Island, California. At the launching on 7 October 1942, Mrs. William E. Malloy, wife of Captain W. E. Malloy, USN, wielded the traditional champagne bottle. Three months later on 15 January 1943, the USS TINOSA was accepted by the Navy and turned over to her commanding officer, Lieutenant Commander Lawrence R. Daspit, USN. The TINOSA was named for a tropical black carangoid fish that is so poisonous that its sale is forbidden.

The early months of 1943 were spent indoctrinating the crew in the ways of submarine warfare and preparing for duty in the Pacific. On 16 April the sleek submarine nosed into Pearl Harbor, ready to begin her prowl for trouble. On 3 May she sailed on her first war patrol. The approaches to Kagoshima and Nagasaki were now being continuously patrolled, and it was toward the coastal waters of Kyushu that the TINOSA pointed her bow. Her first chance for action came on 17 May. Fourteen torpedoes were fired for two hits in a 6,667 ton freighter, damaging it severely. On 5 June a 10,936 passenger freighter was damaged with two torpedoes, and on 10 June two more torpedoes damaged a large tanker. On 19 June the TINOSA sped back to Midway.

She departed on her second patrol 7 July 1943 to be conducted in the vicinity of Truk Island. The war would have been shortened and many American lives saved had a reliable torpedo been available from the beginning. From the first the submariners had been plagued by torpedoes running deep, prematurely firing, and failing to explode. By June 1943 most of the defects had been corrected except that of failure to explode. The dud was a hard offender to track down, but the TINOSA began to bring the trouble to light on 24 July 1943. On that date she had a chance to leisurely fire fifteen torpedoes at a "sitting duck". The "sitting duck" was the TONAN MARU No. 3 - a prize coveted by submarine captains. She and her sister ship the No. 2, had been built as whale factories for processing whales and rendering the blubber at sea. They had later been converted into oil tankers for government use. With a gross tonnage rating of 19,262 tons, each was a whale of a tanker. About twice the size of the average merchant oil carrier, they were the largest tankers that Japan possessed.

The TINOSA was patrolling westward of Truk when the giant tanker was sighted, steaming nonchalantly across the horizon unescorted. The TINOSA closed



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HISTORY OF USS WALDRON (DD 699)

To accelerate our offensive toward Tokyo, fast carrier task forces were organized; a new concept in naval warfare, supported by battleships and cruisers; screened by a ring of destroyers, these mobile airfields were able to strike the enemy thousands of miles in advance of our bases.

Although she was in action only eight months during World War II, the destroyer USS WALDRON earned four battle stars for operations with the fast carrier task forces.

Built by the Federal Shipbuilding and Dry Dock Company, Kearny, New Jersey, the USS WALDRON first began to take form when her keel was laid on 16 November 1943. She was launched on 26 March 1944, with Miss Nancy W. Waldron as her official sponsor. Miss Waldron was the daughter of the Navy flier for whom the ship was named.

Lieutenant Commander John C. Waldron was in command of the famed Torpedo Squadron Eight at the Battle of Midway, the first decisive defeat given the Japanese in 350 years. Knowing that, if his squadron of torpedo bombers found the enemy at its estimated position, none of them would have sufficient fuel to return to the HORNET, Lieutenant Commander Waldron led his fifteen planes in a gallant attack on the enemy, completely without fighter support. Every plane was shot down, and only one man survived. Lieutenant Commander Waldron was post-humously awarded the Navy Cross "for extraordinary heroism and distinguished service beyond the call of duty."

The USS WALDRON was placed in commission on 8 June 1944 at New York with Commander G. E. Peckham, USN, as her first commanding officer. Throughout June and early July the ship remained at the Navy Yard undergoing a last minute overhaul and conversion work. Finally on 16 July she was attached to Destroyer Division 123 of Squadron 62 and steamed to Bermuda for her shakedown cruise. Enroute her starboard engine had to be secured because of a faulty reduction gear. This material failure forced her to return to New York for repairs before commencing her five weeks of training at Bermuda.

After the shakedown cruise was finished orders came on 25 September 1944 to join the Pacific Fleet. The voyage westward took the DD 699 through the Panama Canal and up the coast of Mexico to Los Angeles before she sailed for Hawaii on 14 October. She reached Pearl Harbor a week later and was assigned to the Reserve Forces for post-shakedown drills.

On 17 December Diamond Head disappeared in the distance as Task Unit 12.5.6 which included the WALDRON, AULT, HANK and WEEKS, got underway for Ulithi. The WALDRON spent Christmas in Eniwetok and arrived in Ulithi three days later, reporting to Task Group 38.3 for duty.

Within two days she was steaming west with the fast carrier Task Force 38 for air strikes on Luzon in the Philippines and the island fortress of Formosa. On 3 January 1945 the carriers, screened by the WALDRON and other

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HISTORY OF USS BAYA (AGSS - 318)

The first quarter of 1943 reflected the accelerated submarine production in the U.S. Peacetime building had averaged about six new submarines a year. Now a new boat arrived at Pearl Harbor almost every other week, where the crew ran through final training exercises with precision, and sallied forth to win combat insignia in the contest for control of the seas. It was during this mass production period that the keel for the SS 318 was laid on 8 April 1943 in the yards of the Electric Boat Company, Groton, Connecticut. Just nine months later, on 2 January 1944, she slid down the ways as the USS BAYA, christened by Mrs. C.C. Kirkpatrick, wife of Lieutenant Commander C.C. Kirkpatrick, USN. The BAYA was named for a brown fish of the grouper family which is found around the rocky shores of the Pacific Coast of Mexico. They are very voracious and have extremely large mouths, being able to swallow prey about half their own size.

At the commissioning exercises on 20 May 1944 Commander Arnold H. Holtz, USN, came aboard as commanding officer, and training and sea trials began in the New London area. On 25 June the new sub sailed for Pearl Harbor via the Panama Canal. At Pearl Harbor a final training period put the finishing touch on the operating and battle efficiency of the crew. On 23 August 1944 the BAYA sailed from Pearl Harbor headed toward the Japanese Empire in company with the BECUNA and the HAWKBILL. After topping off at Saipan, the pack proceeded to Palau where they joined a reconnaissance line formed in connection with the invasion of the island. This line, known as the "Zoo", was composed of three such wolf-packs. While the amphibious landings of Peleliu and Anguar were in full swing a fast carrier force moved north and west to strike at Manila. The "Zoo" line moved to the northward to clear the submarines off the THRID Fleet's track. The line was again shifted in the third week of September as Halsey's forces raced on north to attack the northern Philippines, Formosa, and the Nansei Shotos. For the submarines it was a month of heavy seas, plane contacts, and no shipping. On the night of the 25th, while on patrol in Luzon Strait, she was driven down by a plane. About 30 minutes later she surfaced with all hands at battle stations, and the executive officer, engineering officer, and quartermaster went up to the bridge. The sea was rough, but no more so than earlier in the evening. With the boat "well blown up" and the bridge personnel topside, the main induction was opened, preparatory to starting the engines. The next moment a hill of ocean hovered over the BAYA's stern. Then it rushed forward with a roar and whirled the three submariners off the bridge. The BAYA shuddered, staggered, and started to settle. Before the main induction and the conning tower hatch could be closed she dived to 45 feet. The well-trained crew responded to the emergency with quick action; drained the conning tower, blew the ballast tanks, and surfaced the partially flooded ship. Twenty minutes later the men washed overboard had been recovered and the damage was speedily repaired. The ship's life preserver was lost during the incident, and several months later a Japanese radio broadcast announced the confirmed sinking of the BAYA.

On the night of 7 October, while patrolling independently in the middle of the South China Sea, the BAYA was given her first opportunity to fire torpedoes in action. Radar contact was made on an 8,407 ton passenger cargoman

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HISTORY OF USS BRISTOL (DD 857)

Another powerful 2200-ton destroyer was added to the rapidly expanding U.S. fleet on 17 March 1945 when the USS BRISTOL was placed in commission at San Pedro, California. Built to perpetuate the name of the former USS BRISTOL (DD 453), the ship was named in honor of the late Rear Admiral Mark L. Bristol, USN.

The DD 857 was built by the Bethlehem Steel Company at San Pedro, California. Her keel was laid on 5 May 1944, little more than six months after the USS BRISTOL (DD 453) was torpedoed and sunk in the Mediterranean on 13 October 1943. Mrs. August Frederick Eberly, who had been suggested as sponsor by the widow of the late Admiral Bristol, christened the new destroyer on 29 October 1944 at her launching. When the ship was placed in commission on 17 March 1945, Commander K.P. Letts, USN, assumed command.

Admiral Bristol, for whom the ship was named, served a total of 49 years on active duty, retiring in 1932. He was born 17 April 1860 at Glassboro, New Jersey, and appointed to Naval Academy in 1883. He was associated with many of the modern developments of guns, ammunition and torpedoes. He also assisted in placing in operation the torpedo factory at Newport, Rhode Island.

During the Spanish-American War Admiral Bristol served on board the battleship USS TEXAS and participated in the Battle of Santiago, Cuba. After tours of duty at the Navy Yard, Washington, D.C., on the staff of Commander in Chief, North Atlantic Fleet, in the Bureau of Ordnance, as executive officer of the USS CONNECTICUT, as Inspector of Ordnance in charge of the Naval Torpedo Station, Newport, Rhode Island and at the Whitehead Torpedo Company, England, he assumed command of the USS MONTEREY on Asiatic Station in 1911.

As commanding officer of the MONTEREY, Bristol was awarded a letter of commendation from the Secretary of the Navy for his services in protecting American interests during disturbances in Swatow, China, 11 June 1912. Transferred to command the USS ALBANY, he was promoted to Captain on 1 July 1913 and that fall ordered to the Navy Department for special duty with the development of aeronautics. In 1916 he assumed command of the NORTH CAROLINA, with additional duties in connection with the supervision of the development of aircraft and aircraft service with the fleet.

When the United States entered World War I, Captain Bristol was under instruction at the Naval War College. He resumed command of the NORTH CAROLINA until January 1918, when he was transferred to command the OKLAHOMA, operating with the British Grand Fleet. For this service he was awarded the Distinguished Service Medal.

After duty in connection with executing naval conditions of the armistice with Germany, Rear Admiral Bristol was ordered to Constantinople, Turkey, where he was later appointed United States High Commissioner, serving from 1919 until 1927. For his services during this period he was personally commended by the President of the United States and Secretaries of State Lansing, Hughes and Kellogg.

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HISTORY OF USS JARVIS (DD 799)

USS JARVIS (DD 799), a 2,050-ton destroyer of the FLETCHER Class of 1940-1942 and third ship of the name, was built by the Seattle Division of the Todd Pacific Shipyards, Incorporated, Seattle, Washington, where her keel was laid on 7 June 1943.

DD-799 was the third U.S. Navy ship to be named in honor of Midshipman James C. Jarvis, USN, son of James Jarvis of New York. On 2 February 1800, during the engagement between the CONSTELLATION and LA VENGENCE, Midshipman Jarvis went aloft with the top-men to endeavor to secure a damaged mast and, when warned that it was about to fall, refused to leave his post. Suddenly the rigging fell and hurled Jarvis to his death in the sea.

Midshipman Jarvis was but thirteen years old at the time of his death and his devotion to duty was commended by Captain Thomas Truxtum in his report to Congress. Later Jarvis' heroism was approved by a "solemn resolution" of Congress and his loss mentioned as a "subject of national regret."

The first ship to bear the name was Destroyer # 38 which was built in 1910 and scrapped in 1935.

The second, DD-393, was placed in commission on 27 October 1937 and was lost by enemy action off Guadalcanal, Solomon Islands, in September 1942.

USS JARVIS (DD 799) was launched on 14 February 1944 with Mrs. Harold Burkitt, daughter of the Honorable Rufus C. Holman, United States Senator from Oregon, as the official sponsor.

The sleek new destroyer was placed in full commission on 3 June 1944 at the Seattle-Tacoma Shipbuilding Corporation Yard, Seattle, Washington, with Commander E.B. Ellsworth, USN, as her first commanding officer.

After a period of personnel training, various tests, and standardization trials, JARVIS steamed to San Diego, California, for shakedown training under the supervision of Commander Operational Training Command, Pacific Fleet. Completing shakedown exercises on 5 August 1944, JARVIS sailed to the Puget Sound Navy Yard, Bremerton, Washington, for a ten-day post-shakedown availability period.



HISTORY OF USS KALK (DD 611)

Off Biak, the morning of 12 June 1944 was sluggishly hot. The weary destroyermen aboard the KALK were about to finish escorting an LST echelon to the invasion at Biak. Then the lookouts spotted a maze of Japanese aircraft coming over the horizon. American fighters rose to meet them, but one "Tony" suddenly dropped out of the sun straight toward the KALK. Her guns blazed just as he released the bomb. The 500-pounds of destruction severely damaged the KALK but her valiant men saved her to fight another day.

The keel for the USS KALK was laid in the yards of the Bethlehem Steel Company, San Francisco, California on 30 June 1941. At the launching on 28 May Mrs. Flora Stanton Kalk, served as sponsor. This was the second destroyer to be christened KALK by the mother of the namesake. The first, DD 170, was launched on 21 December 1918 and commissioned 29 March 1919. In September 1940 she was turned over to Great Britain and renamed the HMS HAMILTON.

Lieutenant Stanton F. Kalk, USN, for whom both ships were named, was born in Alabama on 14 October 1894. Appointed a midshipman on 13 June 1912, he graduated in June 1916 and was assigned to the battleship FLORIDA as a Junior Lieutenant. While on duty on the JACOB JONES, the vessel was torpedoed by a German submarine on 6 December 1917. Lieutenant Kalk died from exposure while endeavoring to save the lives of others. He was posthumously awarded the Distinguished Service Medal with the citation reading as follows:

"For extraordinary heroism in the line of his profession on the occasion of the destruction of the USS JACOB JONES by a submarine, December 6, 1917. Lieutenant Kalk, as Officer of the Deck, when the submarine was sighted, took prompt and correct measures in maneuvering to avoid the torpedo, and later showed extraordinary heroism in sacrificing himself by giving up his place on a life raft to make room for others, as result of which splendid self-sacrifice, he lost his life."

At the commissioning ceremonies on 17 October 1942 the new ship was turned over to her first commanding officer Commander C. T. Singleton, Jr., USN. On 11 November the KALK rendezvoused with two Russian submarines off the entrance of San Francisco Bay, and proceeded with them to San Diego, California. Two days later she entered San Diego Harbor to begin a four weeks shakedown cruise. Upon completion of the training and a post shakedown overhaul, she departed San Francisco on 28 December in company with the GILLESPIE enroute to Dutch Harbor, Alaska.

She arrived at Alaska on 2 January 1943, and after four days buoy upkeep, was ordered to Adak on escort duty. Until 1600 on 12 January the KALK and GILLESPIE patrolled off the entrance to Sand Bay, then joined two Army tugs and a small convoy as escort to Amchitka. During the night of the 13th operations were hampered by rising winds from the east, which caused one of the barges under tow to capsize. The KALK was directed to remain with the Army tugs while the GILLESPIE proceeded on with the remainder of the convoy. Contact with



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HISTORY OF USS KANE (APD 18) (ex DD 235)

The USS KANE began her long naval career in 1920 as one of the old "four pipers" DD 235. To accelerate our offensive toward Tokyo, fast carrier task forces were organized; a new concept in naval warfare. Supported by battleships and cruisers; screened by a ring of destroyers, these mobile air-fields were able to strike the enemy thousands of miles in advance of our bases. During World War II the KANE participated in nine Pacific landing operations as part of this outer ring of steel earning seven Battle Stars on the Asiatic-Pacific Area Service Medal.

The ship's keel was laid on 3 July 1918 in the yards of the New York Shipbuilding Company, Camden, New Jersey. At the launching on 12 August 1919 the KANE was christened by Miss Florence Kane, cousin of the namesake. She was named in honor of Elisha Kent Kane, assistant surgeon, USN, who was born in Philadelphia on 20 February 1820, and died at Havana, Cuba on 16 February 1857. In 1850 he sailed with the advance for the Polar region. In 1853 under his command, the second Grinnell expedition to the Arctic reached the farthest northerly latitude then attained. He was highly honored by many scientific associations for his valuable discoveries, being awarded the Arctic medal by the American government, and the Queen's medal by the British.

At the commissioning ceremonies on 11 June 1920 Commander W. A. Hall, USN, assumed first command. On 28 August 1920 she sailed for her first foreign cruise, which almost ended in a disaster. On 1 October, in the Baltic Sea, a mine exploded under the stern of the ship, tearing the hull and bending the shafting and propellers. Repairs necessitated a six months stay in the shipyards of Sweden and England, and she then put to sea to join the American forces in Turkish waters. Enroute she rendered assistance to an Italian torpedo boat in danger of drifting on the rocks off Cape Spartevanto, Italy. On 6 August 1921 the KANE left Turkish waters and proceeded to Newport, Rhode Island, where for the next year she took part in routine maneuvers of the U. S. Atlantic Fleet.

In September 1922 she was ordered to the Mediterranean to assist in the evacuation of refugees from Asia Minor. For nine months she operated in the area from Odessa, Russia, in the Black Sea, to Alexandria, Egypt. In September 1923 the KANE joined the Atlantic fleet and became a unit of the U.S. Scouting Fleet under Vice Admiral McCully, USN. She operated in Atlantic waters until late in 1930, when she was placed out of commission at the Philadelphia Navy Yard. She was recommissioned in April 1932 and assigned to the rotating reserve squadron of the Scouting Force. For four years, the KANE was based at San Diego, California.

On 17 August 1936 she sailed for Spanish waters to assist in evacuating American citizens, arriving at Gibraltar on August 28th. Enroute to Bilbao, Spain on the 30th, an unidentified monoplane flew over her dropping two bombs which were near misses. At 1625 the plane again flew over and dropped a third bomb. The KANE fired two rounds from her anti-aircraft gun at the plane, but at 1632 it returned and dropped three more bombs. However no hits were scored on either the KANE or the plane. She returned to home waters in 1938, and was again placed out of commission.

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HISTORY OF USS LANSDOWNE (DD 486)



On escort duty they waged relentless undersea warfare against German U-boats and Japanese submarines. Screening the fleet they traded blows with enemy surface craft. They held their own against the Luftwaffe and shut it out with the kamikazes. They served as life-savers, weather-reporters, mine-layers, troop carriers, and radar pickets. This and more, fell as tasks of those jacks of all trades -- the U.S. Destroyers.

The keel for one of these valiant gray ships was laid on 31 July 1941 at the Federal Shipbuilding and Dry Dock Company, Kearny, New Jersey. On 20 February 1942 she slid down the ways as the USS LANSDOWNE, christened by Mrs. Margaret Lansdowne Hunt, daughter of the ship's namesake. She was accepted by the Navy at the commissioning ceremonies on 29 April, and turned over to her first skipper, Lieutenant Commander W. R. Smedberg, III, USN.

The destroyer was named in honor of the late Lieutenant Commander Zachary Lansdowne, USN. He was born at Greenville, Ohio on 1 December 1888 and appointed midshipman in 1905. In May 1919 he was assigned to duty as a crew member of the British Airship R-34, which in July 1919, made the first successful non-stop passage from England to the United States. For his distinguished services during this time he was awarded the Navy Cross. In 1924 he was assigned to the Naval Air Station at Lakehurst, N. J. in command of the SHENANDOAH, and was killed when that airship wrecked at Ava, Ohio on 3 September 1925. His Naval Academy ring, lost at the time of the crash, was found eleven years later in a garden near the scene of the crash. At the time of the commissioning it was turned over to the commanding officer, and given a place of honor in the new destroyer.

From the time of commissioning until 12 July she operated under various commands in the Atlantic Seaboard Area engaged in fitting out, shakedown cruises, anti-submarine and rescue work, and escorting convoys. On 3 July she conducted an attack on an enemy submarine off Cape Hatteras. Though she received a class "B" assessment for the action, post war records failed to disclose a loss of a submarine at that time. The submarine was probably severely damaged. On 13 July the LANSDOWNE was designated flagship of Destroyer Division 24, and sailed for the Canal Zone where she operated under Commander Panama Sea Frontier until 21 August. U-boat strikes on the Panama Canal approaches were taking a heavy toll in shipping. To end this murderous onslaught the Navy mustered at Cristobal every A/S vessel available. But before these measures were completed the LANSDOWNE teamed up with a PBV and a PC to wage her own private war. On 11 July the U-153 attacked the net-tender MIMOSA off Almirante. She missed with a spread of five torpedoes, three passing under the ship, and was slow on the getaway. Early the next morning, a PBV picked up the sub by radar, dropped flares, and straddled the U-boat with four depth charges. Undoubtedly hurt, the sub went deep. A PC was ordered to the scene and dropped six depth charges, followed by more attacks from the PBV.

Meanwhile the LANSDOWNE had arrived at Cristobal as a convoy escort, and was ordered to join the sub-hunt at top speed. She reached the scene at 1630 in the evening of the 13th, and set to work to get contact on the target. Within

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HISTORY OF USS LARDNER (DD 487)



To accelerate our offensive toward Tokyo, fast carrier task forces were organized; a new concept in naval warfare. Supported by battleships and cruisers; screened by a ring of destroyers; these mobile airfields were able to strike the enemy thousands of miles in advance of our bases. The LARDNER was in that outer ring of steel from 21 August 1942 to the end of the war earning ten battle stars.

The first LARDNER was a torpedo boat destroyer which was launched in 1919 and after operating in routine peacetime fleet missions was sold in 1930.

Second vessel of the United States Navy to bear the name LARDNER was a Benson Class destroyer built by the Federal Shipbuilding and Dry Dock Company, Kearny, New Jersey. Mrs. Sydney F. Tyler, great-granddaughter of Rear Admiral Lardner acted as sponsor when she was launched on 20 March 1942, just six months after her keel was laid (15 September 1941).

This destroyer was named in honor of Rear Admiral James L. Lardner, USN, born 20 November 1802, Philadelphia, Pennsylvania, died 21 April 1881, in that same city. Appointed a midshipman on 10 May 1820, he served with the Pacific Squadron from 1821 to 1824, and sailed with the Mediterranean Squadron during 1825-1826, joining this squadron after escorting General LaFayette in the BRANDYWINE back to France after the General's visit to the United States.

In September 1861 he assumed command of the Frigate SUSQUEHANNA and took a prominent part in the Battle of Port Royal and the capture of the forts Walker and Beauregard. He was commended for his gallantry in this action by Rear Admiral DuPoint and received a vote of thanks from President Lincoln. In May 1862 he commanded the East Gulf Blockading Squadron. After his retirement he engaged in special duties in connection with various boards until 1869, at which time he was assigned to a position as Governor of the Naval Asylum in Philadelphia and held this office until 1871.

The present LARDNER was placed in commission at the New York Navy Yard on 13 May 1942 with Lieutenant Commander W. M. Sweetser, USN, commanding. After routine fitting out for sea, she got underway for Casco Bay to commence her shakedown cruise. In company with Destroyer Division TWENTY-FOUR she took part in the search for an enemy submarine reported to be in the waters off the Maine coast without success. After a post "shakedown" Navy yard overhaul she reported to Task Force 29.

In July, the LARDNER, in company with the destroyers HOGAN and HOWARD departed Norfolk, Virginia escorting the provision storeships ARIEL and TARAZED to Colon in the Panama Canal Zone. Upon the safe arrival of their charges at Colon the LARDNER steamed independently conducting a two and one half day search for an enemy submarine reported to be in the area off Roncador Banks. However, this exhaustive search proved fruitless and she returned to port.

After a voyage to Guantanamo Bay escorting a convoy she traversed the Canal in company with the LANSLOWNE and DUNCAN. As part of Task Group 2.9 the LARDNER in Destroyer Division TWENTY-FOUR departed Balboa on the evening of

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HISTORY OF USS MANSFIELD (DD 728)

Destined to actively engage in all of the major Pacific campaigns during World War II, from the invasion of Leyte to the concluding assault on Japan the destroyer USS MANSFIELD (DD 728) served with the THIRD and FIFTH Fleets earning five battle stars.

The ship was named for Sergeant Duncan Mansfield, USMC, born in February 1773, Albany, New York who entered the Navy in 1803. He volunteered and took part in the Decatur expedition of the Tripolitan War, fought with the Barbary pirates to protect our growing commerce against their unwarranted attacks. The Decatur expedition sailed into the harbor of Tripoli on 16 February 1804 and destroyed the former U. S. Frigate PHILADELPHIA which had fallen into the hands of the Barbary pirates.

Built in Bath, Maine by the Bath Iron Works, she was launched on 29 January 1944 and placed in commission on 14 April, being sponsored by Mrs. Edmond F. Jewell, wife of Captain Jewell, USN. Commander Robert E. Brady, Jr., USN, was her first commanding officer.

After a shakedown training cruise in the waters off Bermuda with Destroyer Squadron 61 she reported to the Boston Navy Yard for availability, upon completion of which she steamed to the Naval Operating Base at Norfolk, Virginia for the training of pre-commissioning details, operating in this area for approximately one month. She then proceeded to Casco Bay, Maine for refresher training exercises during which time she operated with the Italian submarine VORTICE.

Refresher exercises completed, the MANSFIELD got underway for San Diego stopping briefly at the Boston Navy Yard for supplies and fuel. With an uneventful passage through the canal, the destroyer arrived at San Diego on 10 September 1944.

Seven days later, in company with Destroyer Division 122, departed for Hawaiian waters conducting training exercises enroute to Pearl Harbor. During her short stay at Pearl Harbor she participated in torpedo practices, night firing problems, anti-aircraft and shore bombardment exercises, while welding her crew into a fighting team.

On the morning of 28 September she got underway for Ulithi via Eniwetok Atoll steaming with the destroyers DE HAVEN, LYMAN K. SWENSON, TAUSSIG and BRUSH, escorting a convoy enroute. While at Ulithi orders were received to sortie with Task Group 38.1 for strikes against Central Luzon, Manila, and Samar in the Philippines. In these operations she performed duties as a screening and picket ship. After pounding the enemy in the Philippines the task group returned to Ulithi. With a brief rest the MANSFIELD was ready for further operations, on 10 December Destroyer Squadron 61 with Task Group 38.2 was bearing down on Luzon once again. After successful raids against enemy installations the ships retired for refueling at sea. A sudden typhoon, during which the destroyers, HULL, SPENCE and MONAGHAN were lost, interrupted the operations and cancelled further strikes. When the storm subsided a search was conducted for survivors of the capsized ships. When the search was completed the task group returned to Ulithi.

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HISTORY OF USS MC KEE (DD 575)

"The American fleet is now wandering about in Japanese home waters, not knowing what to do and afraid to land on Japan." So went a typical Japanese press release in July of 1945. The fleet was wandering about in Japanese home waters, to be sure, but they knew exactly what to do, and were not afraid.

Planes from the big carriers were methodically wiping out Japan's war potential. Big battleships were bombarding coastal cities. And then, on 30 July 1945, Destroyer Squadron 25 had the audacity to penetrate Surigao Wan to wipe out an aluminum plant in a four-minute bombardment, protected from the wrath of Nippon by only a few night fighters.

The USS MC KEE was one of the seven thin-skinned destroyers to make that raid. In addition to this exploit, her men could proudly wear eleven battle stars for amphibious operations from New Guinea to Okinawa. She also operated with the fast carrier task forces, mobile airbases whose planes could strike at will against enemy positions thousands of miles away from our main supply bases.

The MC KEE was built by the Consolidated Steel Company at Orange, Texas, whose workmen laid her keel on 2 March 1942. She was launched on 2 August 1942 and placed in commission on 31 March 1943. Mrs. Richard A. Asbury, a cousin of Lieutenant McKee, christened the vessel at its launching. Commander J. J. Greytak, USN, assumed command when USS MC KEE was placed in commission.

Lieutenant Hugh W. McKee, for whom the ship was named, was born in 1884 in Lexington, Kentucky. He was appointed a midshipman in 1861 and was commissioned Lieutenant in 1870. He was mortally wounded while leading the attack on Korean forts on Kango-Hoa Island, 11 June 1871, and died on board the USS COLORADO. Torpedo Boat No. 18 and DD 87 also bore his name.

Torpedo Boat 18 was launched in 1898 at the Columbian Iron Works at Baltimore, Maryland. Mrs. William H. Humrichouse of Baltimore acted as sponsor. The ship was stricken from the Navy List in 1912. DD 87, launched in 1918, was sponsored by Mrs. J. Tynan, wife of the Union Iron Works of San Francisco, California, where the vessel was built. The torpedo boat destroyer was scrapped and sold in 1936.

Making her shakedown cruise at Guantanamo Bay, Cuba, the new destroyer operated off the East Coast until July 1943, when she set course for the Pacific in company with the YORKTOWN, TERRY and DASHIELL. Enroute from the Panama Canal to Pearl Harbor she suffered her first casualties when, on 19 July, a projectile from one of the 20 mm guns hit a guard rail, causing the gun barrel to explode. Seven men were injured, and one was transferred to the carrier for treatment.

Operating out of Pearl Harbor, the MC KEE steamed on patrol and plane guard stations, sailing at various times with the ESSEX, YORKTOWN, COWPENS, and INDEPENDENCE. Late in October she received orders to join Task Force 53, arriving in Espiritu Santo on 4 November 1943. Taking aboard ammunition, the ship

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HISTORY OF USS MUNDA (CVE 104)

Hurriedly built by putting a short flight deck on a merchant hull, the little escort carriers proved their worth during World War II by participating in practically every type of operation. USS MUNDA (CVE 104), played her part in operations with the logistics supply group, furnishing replacements to the fast carriers of Task Force 38/58. By taking aboard their supplies at sea from their little brothers of the Service Force, the fleet carriers were enabled to stay at sea longer than had been thought possible, practically doubling our effective strength.

The escort carrier USS MUNDA was built by the Kaiser Shipbuilding Company at Vancouver, Washington, where she was launched on 27 May 1944. Mrs. James E. Dyer, wife of Captain J. E. Dyer, USN, christened the ship at her launching.

The ship was named for the Japanese air base at Munda, New Georgia in the Solomons campaign in 1943. As a preliminary, the Russell Islands, Segi Point (New Georgia) were taken without opposition by 21 June and fighter bases established to neutralize Munda. In order to flank Munda it was necessary to first take Rendova Island. While our assault forces were preparing to hit there Admiral Merrick with 4 cruisers and 4 destroyers bombarded the enemy's Short-land base at the southern tip of Bougainville Island during the night of 29 June. While troops were landing on Rendova, Admiral Ainsworth cruiser-destroyer forces engaged the Japanese at Kula Gulf on 6 July. Shore batteries on Rendova and fire support fleet units shelled Munda which was finally taken on 5 August.

USS MUNDA was placed in commission on 8 July 1944 at Astoria, Oregon. Captain L. A. Pope, USN, assumed command of the vessel, which got underway from Seattle, Washington, on 3 August 1944, bound for Alameda, California, to load aviation gasoline, together with several wrecked planes and boxes of scrapped plane parts to be disposed of at sea. From there she proceeded to San Diego to take pilots and planes aboard for her shakedown cruise.

With 71 planes and 202 passengers aboard, the ship got underway independently on 16 August 1944 for Espiritu Santo on her maiden voyage, arriving on 1 September. Proceeding via Finschhafen, New Guinea; Manus; and Pearl Harbor, she returned to Alameda. After a post-shakedown availability at Terminal Island, San Pedro, MUNDA got underway again for Manus and Guadalcanal, mooring at San Diego again on 5 December 1944.

By the 12th of the month she was at sea again, bound for Pearl Harbor and Manus. Her next voyage took her from San Diego to Guam, where she took aboard 196 patients for return to San Diego via Pearl Harbor. Out on 9 April 1945, she steamed to Pearl Harbor and back, getting underway on 5 May 1945 for Guam via the well-worn route to Pearl Harbor. At Pearl Harbor Captain W. D. Rowley, USN, assumed command on 13 May. She entered the Navy Yard at Pearl Harbor upon her return from Guam, and then began carrier exercises in the vicinity. On 3 July she sailed for Eniwetok.

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HISTORY OF USS PAUL HAMILTON (DD 590)

During the World War II campaigns which brought her seven battle stars the destroyer PAUL HAMILTON fired over 19,000 rounds of five-inch ammunition in shore bombardment, shot down four planes unassisted, was credited with assisting in the destruction of five others, and rescued 83 men from other ships.

The vessel, second of the name, was built by the Charleston Navy Yard, Charleston, South Carolina, where her keel was laid on 20 January 1943. Launched on 7 April 1943, the ship was sponsored by Mrs. William Dewar Gordon, a great-great-granddaughter of the ship's namesake, the Honorable Paul Hamilton, a former Secretary of the Navy.

Paul Hamilton was born in St. Paul's Parish, South Carolina, in October of 1762. He rendered important service during the Revolution, and later served as the first comptroller of South Carolina from 1799 to 1804, greatly improving the financial system of the state. He served as governor of the state from 1804 to 1806 and assumed the office of Secretary of the Navy in March, 1809, serving until 1813. He died at Beaufort, South Carolina, in 1816.

The first ship to be named PAUL HAMILTON was DD 307, built by the Bethlehem Shipbuilding Corporation at San Francisco, California, in 1918-1919. Her keel was laid 25 September 1918 and she was launched on 21 February 1919, sponsored by Mrs. Justine McGrath, daughter of the editor of the San Francisco Examiner. Placed in commission on 24 September 1920, she was sold on 27 January 1931.

The USS HAMILTON DD 141, was named in honor of Lieutenant Archibald Hamilton, a son of the Honorable Paul Hamilton, who was onboard the UNITED STATES during her engagement with HMS MACEDONIAN during the War of 1812. Lieutenant Hamilton was killed on board the PRESIDENT during the action between that vessel and the British ships of war ENDYMION and POMONA on 15 January 1815.

On 25 October 1943 the PAUL HAMILTON (DD 590) was placed in commission at the Navy Yard, Charleston, South Carolina, and Commander L.G. May, USN assumed command. After her fitting out and preliminary trials, the sleek new destroyer steamed to Bermuda for her shakedown cruise, designed to mold ship and crew into a smoothly-functioning combat team. Pronounced fit on Christmas Day, she took her post-shakedown availability at Charleston and then began operations with the Operational Training Command, Atlantic Fleet, out of Norfolk, Virginia.

Upon being relieved of this duty as a school ship, the PAUL HAMILTON set sail for the Pacific. Passing through the Panama Canal, she paused for a few days at Pearl Harbor and then continued on to the forward areas, joining Task Unit 16.7.1, a group of three oilers escorted by two DE's. By 16 June the group was on station east of the Marianas to refuel the ships involved in the landings on Saipan. On the next day the PAUL HAMILTON's crew got their first taste of action when fire was opened briefly on dive bombers and torpedo planes at extreme range. On the 18th two oilers were hit by enemy dive bombers. One plane was shot down. Saipan was the key to the inner defenses of Japan. Our assault there on 15 June 1944 forced them to engage our fleet for the first time since the Battle of Midway. When the HARDER's activities forced the Japanese Fleet to sea its progress was reported by other picket submarines who on 19 June sank 2 of their carriers. Spruance wisely decided to cover the Saipan landings rather than

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HISTORY OF USS POMPANO (SS 181)

"The USS POMPANO is presumed to have been lost while engaged in a war patrol in enemy waters."

In those brief words was written the epitath for USS POMPANO and her crew who, in six patrols had sunk or damaged more than 60,000 tons of shipping desperately needed by the Japanese.

Authorized by Act of Congress, 27 March 1934, the submarine was built by the Navy Yard, Mare Island, California. Her keel was laid on 14 January 1936, and she was launched on 11 March of the next year, when Mrs. Isaac Yates, served as her sponsor. Mrs. Yates is the wife of Captain I.I. Yates, USN. The POMPANO was commissioned on 12 June 1937.

She is named for one of the best of food fishes, a marine carangoid living in the southern Atlantic and Gulf coasts of North America.

Although the submarine was awarded a battle star for the Pearl Harbor raid, she had not yet arrived from Mare Island. Reaching port shortly after the disastrous strike, she left Pearl Harbor on 18 December 1941 bound for the Eastern Marshalls and her first war patrol, which was to be mainly devoted to reconnaissance of the islands in preparation for a raid by the carrier task force in January. Lieutenant Commander L.S. Parks, USN, was in command.

Planes from the carriers bombed her by mistake on 20 December, but she fortunately escaped damage. Trouble with her gear was already slowing her down. Continual leaks frequently flooded her engines and later an oil leak developed, leaving a conspicuous oil slick on the surface each time she dived.

The POMPANO arrived off Wake Island on 1 January 1942, and was then directed to reconnoiter the island. No activity could be seen, but the wrecks of two enemy ships sunk by the Marine defenders could be seen on the beach. On the 8th she inspected Bikar and the remainder of the Marshalls for any military activity. Several large vessels were sighted in the harbor at Wotje, protected by patrol craft.

The sub's patience was rewarded on 13 January when one of the large vessels previously sighted at anchor came out. Four torpedoes were fired scoring two hits. Fifteen minutes after firing, the sub came back to periscope depth and saw her target lying to about three miles away with a heavy sea on her port beam and apparently settling. Going deep, she began to creep up on the wounded ship, reloading torpedoes forward as she did. The sound operator picked up breaking-up noises before the boat could get into position, and when the periscope was raised, the target was no longer visible.

One of the patrol boats ventured out of the harbor on the 17th, and the POMPANO worked her way between him and the channel. Her first attack was foiled when both torpedoes exploded prematurely. With the enemy charging directly for her, the sub waited until he was 1000 yards away and then fired two shots straight down his throat. These evidently missed, but threw the enemy off balance so that his depth charging was ineffective.

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HISTORY OF USS RAZORBACK (SS 394)

Though commissioned when less than a uyear of the war remained, the USS RAZORBACK completed five successful patrols to sink an unofficial total of 22,350 tons of Japanese shipping. The ship's keel was laid on 9 September 1943 at the Navy Yard, Portsmouth, New Hampshire. Named for a brilliantly colored food fish of the sunfish family which is found in the Great Lakes, the USS RAZORBACK was christened by Mrs. H. F. D. Davis, wife of Captain H. F. D. Davis, USN, at the launching on 27 January 1944. She was accepted by the Navy at the commissioning ceremonies on 3 April, and turned over to her first commanding officer, Lieutenant Commander A. M. Bontier, USN.

An intensive training period and shakedown cruise was conducted off Portsmouth, New Hampshire and Newport, Rhode Island. On 5 June 1944, Commander Roy S. Benson, USN, relieved Lieutenant Commander Bontier. On 19 July the RAZORBACK reported to the Commander Submarines, Pacific Fleet and set course for Pearl Harbor.

The first war patrol was conducted east of Luzon by the RAZORBACK as a member of an offensive group in support of the Palau landings. The Japanese did not venture forth to oppose this offensive, and the only enemy contact consisted of frequent encounters with anti-submarine planes. Upon her return to Midway for refit on 21 October 1944, Commander Benson was relieved as skipper by Lieutenant Commander D. Donald Brown, USN.

On 15 November the RAZORBACK sailed from Midway in company with the TREPANG and SEGUNDO. Topping off at Saipan the wolf pack headed for the Luzon Straits. First contact was made on two large vessels escorted by three gunboats and heavy air cover. Due to the inability of the submarine to close to good torpedo range, no hits were scored. Several days later radar contact was made on several enemy ships. The RAZORBACK made a submerged approach, and the targets were identified as a hunter-killer group consisting of a destroyer and two smaller anti-sub craft. An attack was made on the destroyer, but the counter-attack by the anti-submarine vessels precluded an assessment of damage done. However, torpedo hits and breaking up noises were heard amid the depth charge explosions as the RAZORBACK slipped away from the scene.

On the night of 6 December, the TREPANG reported a convoy 40 miles from the RAZORBACK. By the time the RAZORBACK arrived the TREPANG and SEGUNDO had sunk all but one ship, that having been stopped by the latter submarine. After skirting an escort at 2000 yards the target was closed sufficiently for attack. The RAZORBACK's torpedoes left the 6,933 ton freighter KENJO MARU in a mass of flames. The submarine surfaced and eluded the convoy's escorts. She returned to Saipan for additional torpedoes, then rejoined the SEGUNDO to continue her patrol. On the last day of the patrol, contact was made on a four ship convoy escorted by the old destroyer KURETAKE, a destroyer escort, and a float plane. Hits were obtained on a medium tanker, and shortly afterwards the bow was blown off the old destroyer. The RAZORBACK then retired, surfacing that night to again pursue the convoy. The moon forced a submerged attack, which resulted in two more hits. The escort prevented further attack, but the

HISTORY OF USS RHIND (DD 404)

A tough little veteran of innumerable Atlantic crossings, the destroyer USS RHIND was on escort duty in the Atlantic from the middle of 1941 until after the German surrender. Adding more battle stars to her record, she participated in the invasions of North Africa, Sicily and Italy before transferring to the Pacific for the closing phases of the war with the Japanese.

The RHIND was built by the Philadelphia Navy Yard. Her keel was laid on 22 September 1937 and she was launched on 28 July 1938. Mrs. Frederick S. Camp, a great-grandniece of Rear Admiral Rhind, performed the traditional christening ceremony. Commander G. R. Cooper, USN, took the ship over when she was placed in commission on 10 November 1939.

Rear Admiral Alexander C. Rhind, USN, for whom the vessel was named, was born in New York City in 1821 and died there in 1897. He was appointed Midshipman in 1838.

Commander Rhind was ordered to command the USS CRUSADER in the South Atlantic Blockading Squadron in December, 1861. He received the thanks of Congress for the capture and destruction of works commanding the South Edisto, Dawho and Pon Pon rivers in April of the next year, while in command of the CRUSADER. He later commanded the SENECA, KEOKUK, PAUL JONES and the flagship WABASH of the same squadron.

During an attack on the defenses of Charleston, South Carolina, on 7 April 1863, Commander Rhind's vessel, the KEOKUK, was struck 90 times in half an hour, 19 shots hulling her at or near the water line. Finding it impossible to keep his ship afloat under such an extraordinary fire, Commander Rhind withdrew from the action. Being in smooth water, he managed to keep her afloat during the night in spite of the water pouring in, but at 0730 the next day she went down. The officers and crew were saved.

From 23 October 1863 to 6 June 1865 he commanded the steam gunboat USS AWAGAM of the North Atlantic Blockading Squadron participating in an engagement with three batteries at Deep Bottom on 13 August 1864, which brought him high commendation. In December 1864 he was detailed by Admiral Porter to command the powder boat LOUISIANA, which was to be exploded within 350 yards of the Confederate Fort Fisher. The feat was successfully carried out on 23 December 1864, the crew of the powder boat being taken off by the WILDERNESS before the explosion. Admiral Porter recommended Rhind for promotion, calling the episode "the most perilous adventure that was perhaps ever undertaken," Admiral Rhind retired from active duty in 1883.

After her shakedown cruise to the Caribbean and Brazil, the new destroyer operated in the Caribbean until mid-June 1941, when she joined Task Force 1, on patrol to guard shipping lanes in the North Atlantic from German submarines and surface raiders. In August she escorted the USS AUGUSTA, carrying President Roosevelt to a rendezvous with Prime Minister Churchill in Newfoundland waters. During the meeting, the Atlantic Charter was signed.

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HISTORY OF USS RODMAN (DMS 21, Ex DD 456)

Already a veteran of convoy work and submarine hunts in the Atlantic and the Mediterranean, of the invasion of Normandy and Southern France and of the naval bombardment of Cherbourg, as a destroyer, the USS RODMAN earned more laurels during the closing year of the Pacific war as a destroyer minesweeper, knocking down 15 Japanese planes in addition to the one German plane and one submarine previously destroyed.

The ship was built by the Federal Shipbuilding and Drydock Company, Kearny, New Jersey, in the anxious days preceding World War II. Her keel was laid down on 2 December 1940 and she was launched on 26 September 1941. Mrs. Albert K. Stebbins, Jr., a grandniece of Admiral Rodman, christened her in honor of the late Admiral. Fifty days after World War II began the vessel was placed in commission on 27 January 1942. Commander W. G. Michelet, USN, assumed command.

Admiral Hugh Rodman, USN, for whom the ship was named, was born in Frankfort, Kentucky, on 6 January 1859 and graduated from the Naval Academy in 1880. During the Spanish American War, Lieutenant Rodman was on board the USS RALEIGH, and was commended for his outstanding conduct in the battle of Manila Bay. During World War I Admiral Rodman served as Commander, Ninth Division, Atlantic Fleet, operating with the British Grand Fleet. In July, 1919, upon reorganization of the Navy, he became the first Commander in Chief, Pacific Fleet. After further distinguished service, he was placed on the retired list in 1923, and died on 7 June 1940. Among Admiral Rodman's decorations were the Distinguished Service Medal, United States; Knight Commander of the Bath, England; Grand Cordon of Leopold, Belgium; Order of the Rising Sun of Japan, Commander of the Legion of Honor, France; Grand Official of the Order of El Sol del Peru, Premier Order de Merito, Chile; La Solidaridad, Panama.

Because of the desperate need for escort ships, the RODMAN took only a month's shakedown cruise at Casco Bay, Maine, before joining Destroyer Squadron Ten. Her first destroyer duty was screening carriers on qualification exercises in the Caribbean. Then in April 1942, she accompanied a force of United States ships to Scapa Flow in the Orkneys, where they cooperated with the British Home Fleet.

German submarines and airplanes were making the run to Murmansk, Russia, so dangerous during the period of continuous daylight that merchant convoys could not be sent. The Russians, however, were in dire need of supplies, and so the heavy cruiser TUSCALOOSA and the destroyers EMMONS and RODMAN were detailed to make the run.

Loading 380 tons of supplies and several passengers, the trio sailed from Greenock, Scotland on 13 August. Calling at Scapa Flow and Seidisfjörður, Iceland, where three British destroyers joined the screen, the group set course for Russia. A reconnaissance plane spotted them on the evening of the 20th, but fog enabled them to make the rest of the voyage without incident. Unloading

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HISTORY OF USS ROE (DD 416)

World War II did not begin for the destroyer USS ROE with the Japanese attack on 7 December 1941. Sailing the stormy North Atlantic with convoys, she was already operating under wartime conditions. Commanded by Lieutenant Commander J. N. Opie, 3rd, USN, and acting as flagship for Destroyer Squadron 11, she arrived in Hvalfjörður, Iceland, on 5 December 1941, and was in port there on the 7th. Three days later she was at her routine duty again, steaming with her squadron, WOOLSEY, BERNADOU, LEA and MACLEISH, escorting convoy ON 43. She arrived in Boston on the 19th.

The ship, second of the name, was built by the Charleston Navy Yard at Charleston, South Carolina. Her keel was laid on 23 April 1930 and she slid down the ways on 21 June 1939. Mrs. Eleanor Roe Hilton, a great-grandniece of Rear Admiral Roe, christened the new vessel, which was placed in commission on 5 January 1940.

The first vessel to bear the name ROE was torpedo boat destroyer No.24, launched in 1909 and scrapped and sold in 1934. Mrs. Reynold Thomas Hall, wife of Captain R.T. Hall, USN, sponsored the DD 24.

Both vessels were named for Rear Admiral Francis A. Roe, USN, who was born in Elmira, New York, on 4 October 1823. He graduated from the Naval Academy in 1848. In the PORPOISE in 1854, he engaged 13 heavily-armed Chinese junks, destroying six and scattering the remainder. In the PENSACOLA, 1862, he led the starboard column of Farragut's fleet at the passage of Forts Fisher and St. Philip, being commended for his gallantry.

He engaged the Confederate ram ALBERMARLE and gunboat BOMBESHELL with the SASSACUS on 5 May 1864 in Albermarle Sound, and was commended by the Navy Department for gallant and meritorious conduct.

Admiral Roe received the thanks of the Cabinet for a special mission in Mexico in 1867, when he received the surrender of Vera Cruz and established a provisional government after sending Santa Anna out of Mexico.

January 1, 1942 the ROE was in Argentia, Newfoundland and from there she proceeded to Casco Bay, Maine. In mid-January she steamed to Bermuda and then back to Norfolk. Enroute to Norfolk, she sighted a burning ship, rapidly sinking after having been torpedoed. Thirteen survivors were taken aboard from the ship, the SS ALLEN JACKSON, and landed in Norfolk. After a period of operations with the carrier LONG ISLAND, ROE was again operating out of Norfolk on 30 January when two boatloads of survivors from the SS ROCHESTER were rescued.

Steaming on patrol in the Norfolk area, she picked up another boatload of survivors from the SS OCEAN VENTURE on 9 February after that ship had been torpedoed. Later in the month she proceeded with a convoy to Iceland. During the return voyage, she was sent to the aid of the torpedoed British tanker, ATHEL VISCOUNT, rescuing 54 survivors. When the ship did not sink, a crew was sent back aboard her and the ship was eventually saved. After standing by from the 2nd until the morning of the 25th of March, the ROE left, setting her course for Halifax and arriving the next day.

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HISTORY OF USS S-30 (SS 135)

Before day break on Thursday, 13 September 1945 a stubby, gray-black little submarine crept through one of those incredibly opaque fogs which settle sometimes on the bay area and felt her way past Point Lobos and Mile Rocks and under the Golden Gate bridge. Keeping steerageway in a flood tide kept her ancient diesels smoking like twin volcanoes and her wheezy fog signals added little to the din. She was the USS S-30, Lieutenant Commander Quentin R. Thomson, USN, commanding, on her last voyage. Bound for San Francisco with three others of her class, she was distinctive in that she was not only the oldest of all "S" boats, but also the first to be decommissioned after the end of the war.

She marked an era in submarines. The S-boats, it is true, were taken off war patrol as soon as new submarines could be built to replace them, but they left their mark on the character of world War II by carrying our threat to the enemy at a time when all available weapons had to be mustered, no matter how old or poorly equipped they were. No one can imagine, comfortably, what might have happened if those old boats hadn't been around in the early days, hitting enemy supply lines with outmoded torpedoes, old fashioned sound gear, and the most inadequate and uncomfortable living accommodations in the history of modern marine warfare. They were equipped as coastwise submarines for temperate climates, but they did a deep water job in the Arctic and in the tropics. Heating had to be eliminated on those long patrols in order to save their meager batteries for the more important job of fighting, and air conditioning was unheard of in the days when the Sugar boats were built.

S-30's keel was laid in the San Francisco yards of the Bethlehem Shipbuilding Corporation on 1 April 1918 and she was launched on 21 November 1918. Mrs. Edwards Stuart Stalnaker, wife of Lieutenant Commander Edwards S. Stalnaker, Supply Corps, USN, served as sponsor. The sub went into commission for the first time on 29 October 1920.

Her subsequent peacetime career was a typical one. She served on China station with the NINTH Submarine Division, including S-31, S-32, S-33, S-34 and S-35, until relieved by the TENTH Sub Division for duty in Hawaii about 1934. Finally she came back to the United States, later going through the Panama Canal and up to Philadelphia for overhaul before being placed in the rotating reserve at New London in August of 1940.

The threat of war brought her back to an active status again in November of the same year. From then until Pearl Harbor day she operated almost constantly: Washington, D. C. and Annapolis for underwater sound work, back to New London and from there to Bermuda with the USS BEAVER (AS 5). After practice patrols, she returned to St. Georges. On 7 December 1941, at Argentia, Newfoundland, Captain R. W. Christie, USN, Commander, Submarine Squadron FIVE, held "readiness for war" inspection on board the S-30 while the Japanese bombed Pearl Harbor.

The S-30 left Newfoundland two days later and conducted a routine patrol enroute to New London, where she had a short overhaul.

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HISTORY OF USS SEALION (AESP. 315) -(EX SS 315)

Japanese hopes for victory in World War II were based on a speedy conquest of the rich islands of the Pacific. They then hoped to use supplies from their seized "empire" to fight a long war, ending in a negotiated peace. Aided by control of the sea after Pearl Harbor, she soon had possession of these prizes but found, to her dismay, that she could not fully utilize it. Only a small amount of the oil production got through to the Japanese home islands, because the United States submarine force, largely discounted in pre-war Japanese thinking, cut Japan's long lines of supply, sinking her merchant shipping faster than she could build new bottoms.

One of the stalwarts among these silent grey warriors was the USS SEALION (SS 315). For the six patrols which she completed the submarine was awarded the Presidential Unit Citation, which credited her with sinking or damaging more than 98,297 tons of enemy shipping, avenging the loss of her namesake.

The SEALION was the second vessel so named for a species of large, eared seals, natives of the Pacific Ocean.

The first SEALION (SS 195) was built by the Electric Boat Co., Groton, Connecticut, where the keel was laid on 20 June 1938. At the launching on 25 May 1939, the submarine was christened by Mrs. Claude C. Bloch, wife of Admiral Bloch, USN, Commander-in-Chief of the U. S. Fleet. She was commissioned on 27 November 1939, and upon completion of shakedown cruise joined the Asiatic Fleet. At the time of the infamous attack on Pearl Harbor 7 December 1941 the SEALION was undergoing overhaul at the Cavite Navy Yard, Manila. Three days later, on 10 December 1941, the Japanese onslaught struck Manila. When the air-raid alarm split the quiet with its banshee wail, the SEALION's skipper, Lieutenant Commander R. G. Voge, and a number of the crew were on the bridge. The planes droned overhead, and the bombs came down. The blasting shock Machine Wharf, and Commander Voge ordered the bridge cleared. A few minutes later the planes made another run, and two bombs struck the SEALION almost simultaneously.

One struck the after end of the conning-tower. The explosion wrecked the main induction, the battery ventilation and the after conning-tower bulkhead, and completely demolished the machine-gun mount which had just been vacated. Bomb fragments ripped through the submarine's pressure hull. An instant later, the second bomb smashed through the SEALION's main ballast tank and pressure hull, exploding in the maneuvering space in the after end of the engine room. The room flooded immediately, and the SEALION settled by the stern. In the after torpedo-room and forward engine-room, water surged in through holes ripped in the bulkheads. As the submarine settled, those of the crew still living escaped through the hatches which were still above water. With a list to starboard, the SEALION sank by the stern and finally came to rest on the bottom with about half of her main deck submerged.

Several days later, divers cut a hole aft of the conning tower, and entered the flooded submarine. All motor controls, reduction gears and main motors were wrecked, totally immobilizing the ship. The bombing which wrecked

HISTORY OF USS SOLEY (DD 707)

Built by the Federal Shipbuilding and Drydock Company, Kearny, New Jersey, the destroyer USS SOLEY was named for the Honorable James Russell Soley, the first Assistant Secretary of the Navy.

Born on 1 October 1850 at Roxbury, Massachusetts, Mr. Soley graduated from Harvard in 1870. He was a teacher, writer, lecturer and lawyer, heading the Department of English Studies, History and Law, U.S. Naval Academy, 1871-82. A well-known author, he also served as Superintendent of the Office of Naval War Records, supervising the publication of Civil War records. He was appointed Assistant Secretary of the Navy in 1890 and died in 1911.

The keel for DD 707 was laid on 18 April 1944 and she was launched on 8 September 1944. Mrs. Charles Connfelt and Mrs. Howard C. Dickinson, daughters of the late Assistant Secretary of the Navy, were the vessel's official sponsors. Commander John S. Lewis, USN, assumed command of the craft when she was placed in commission on 7 December 1944.

After fitting out at the Navy Yard, Brooklyn, the SOLEY sailed for Bermuda and her shakedown cruise. On 1 February 1945, with her training exercises successfully completed, the ship got underway for Brooklyn and a post-shakedown availability. Then, on 18 February 1945, she reported at Norfolk for duty in training new destroyer crews, serving in this capacity until 22 June 1945.

Before our fleet units could sail for the conflicts raging in foreign lands their crews had to be trained and welded into efficient fighting units. It was this superiority of training that gave us eventual victory at sea. The SOLEY was commended for the excellence of her training destroyer crews for other fighting ships.

During this period, it was the ship's proud boast that she was rated one of the best training ships ever assigned to Norfolk. Her officers and crew were commended for the excellence of her training and her crew won distinction for expert gunnery. Many of the destroyers who fought at Okinawa and in later battles on the road to Tokyo were manned by crews trained aboard the SOLEY. During the closing days of the war with Germany she was also given temporary detached duty operating on anti-submarine patrol to assist in preventing an anticipated increase in submarine attacks on shipping along the East Coast.

On 22 June 1945 the ship was relieved of her Norfolk duty and given a chance to get into action. Before she could reach the Pacific, however, the war was ended. On 5 September 1945 she reported to the Commander, Marshalls and Gilberts Area, for duty.

The SOLEY, in company with another destroyer, left Kwajalein for Kusaie Island in the Eastern Carolines on 7 September to take part in the surrender of Japanese military forces on the island. The surrender articles were signed on 8 September 1945, and the SOLEY remained alone at Kusaie as station ship. Relieved in mid-October, she continued on occupation duty until February 1946.

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HISTORY OF USS STICKLEBACK (SS 415)

With World War II the submarine became a full-fledged member of the Navy's fighting team. It contributed directly to the destruction of some two-thirds of the Japanese merchant fleet and to the demise of about one-third of their combatant ships. It performed odd jobs of minelaying and of troop transport, supported guerilla warfare, rescued beleaguered nationals, sank innumerable small craft with gunfire, conducted pre-invasion photo reconnaissance, and picked out of the water over five hundred Allied aviators downed by the enemy.

The USS STICKLEBACK made her debut in the last act. Her keel was laid on 1 March 1944 at the Mare Island Navy Yard. As she slid down the ways on 1 January 1945, she was christened by Mrs. John O. R. Coll, widow of Lieutenant Commander John Owen R. Coll, USN. The sub was named for a very small freshwater fish whose body is partly armored with bony plates and short, strong, pungent spines.

At the commissioning ceremonies on 29 March 1945, the STICKLEBACK was turned over to Commander Lawrence George Bernard, USN, the commanding officer. The submarine had been paid for through the purchase of war bonds by the citizens of Yakima County, Washington, and she was manned by the crew of the famed SALMON, a fighting submarine whose gallant battle on the surface against four Japanese frigates constitutes one of the most thrilling annals of submarine warfare. After the routine trials and shakedown cruise, she reported to Commander Submarine Force, Pacific Fleet, ready for duty against the Japanese.

The STICKLEBACK arrived in Guam on 2 August, and after a few more days of training sailed for her patrol area in the Japan Sea. She was a member of the second group of submarines to enter this "backyard sea". On 13 August she ran under the minefields and began her search for action. However, by now the atom bombs had already been dropped, and there were strong indications that the war would soon be over. No worthwhile targets were encountered, and after only two days of patrol the cease fire order ended the extremely brief fighting career of the STICKLEBACK.

On 21 August she sighted two bamboo rafts, and a short time later took aboard 19 survivors of the TAIMOKO MARU, a 5,000 ton freighter sunk ten days previously by the JALLAO. After they were given food, water, and medical treatment, they were set afloat again only a short distance from one of the Japanese Islands. The STICKLEBACK arrived in Guam on 9 September and departed the next day for the United States via Pearl Harbor. On 28 September she steamed into San Francisco Bay as a member of Admiral Halsey's THIRD Fleet parade. After participating in the Navy Day celebration that year, she departed for Pearl Harbor on 2 January 1946. As of July 1953 the STICKLEBACK is still active with the U. S. Pacific Fleet.

The submarine earned the Navy Occupation Service Medal, Asia, for the period 2-3 September 1945.

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HISTORY OF USS TATTNALL (APD 19) (EX DD 125)

Participating in two amphibious landings, radar picket at Okinawa, patrol and convoy duty, the USS TATTNALL served in the forward areas of both the Atlantic and Pacific theatres during World War II. Although one of our oldest ships, having been built in 1918, she served valaintly during all of World War II, earning three battle stars.

Her keel was laid in the yards of the New York Shipbuilding Company, Camden, New Jersey on 1 December 1917. On 5 September 1918 she was launched as DD 125 with Miss Sarah Campbell Kellock, cousin of the namesake, serving as sponsor.

The TATTNALL was named in honor of Captain Josiah Tattnall, USN, and also of the Confederate States Navy. He was born in Savannah, Georgia in 1795 and appointed midshipman in 1812. Aboard the CONSTELLATION he served in the seamen's battery on Craney Island which drove off the boats of the British squadron and captured several barges attempting to land on 22 June 1813. On 24 August 1814 he commanded a force of the employees of the Washington Navy Yard who took part in the Battle of Bladensburg. That same year he was ordered to the EPERVIER, then fitting out for the Mediterranean Squadron, and took part in the operations against the Barbary States. From 1822 until 1824 he was attached to the Mosquito Fleet, under Commodore David Porter, for the suppression of piracy in the West Indies. During his command of the GRAMPUS in 1831 he captured the Mexican war schooner "MONTEZUMA", which had illegally boarded and robbed an American schooner on the high seas, and took the 67 prisoners into Pensacola, Florida. He also had a prominent part in the attacks on Vera Cruz, San Juan d'Ullea, Tuxpan, and other Mexican fortresses. He was presented a sword by his home state of Georgia for gallantry at Vera Cruz.

On 25 June 1859 he rendered aid to British vessels under Rear Admiral James Hope on the Pei-ho River, China. Despite the barrage of shot from the Chinese forts. Captain Tattnall carried the wounded British to a place of safety, and towed the reserve boats up the river into action. At the outbreak of the Civil War he resigned from the United States Navy, and was commanding officer of the CSS MERRIMAC at Hampton Roads on 8 March 1862 in the battle with the MONITOR. Captain Tattnall died in 1871.

The new four-stacker was commissioned on 26 June 1919 and assigned to duty with Destroyer Division 16. She operated with this force until 15 June 1922 at which time she was placed out of commission at San Diego, California. On New Year's Day 1930 she was recommissioned and assigned duty with Destroyers, Scouting Force. In 1940 Lieutenant Commander James Pahl was relieved by Lieutenant Commander Lewis M. Markham, Jr., USN, and the TATTNALL became a unit of Destroyer Division 67.

Until the outbreak of the war the Division operated in Panama Bay during the week-days, returning to Balboa, Canal Zone on week-ends. On Pearl Harbor Day the TATTNALL was moored with her four sister ships, at Balboa. Only nine ships were on hand to furnish protection in case of attack on the Panama Canal, and that Sunday afternoon the ships were scenes of frantic activity. Warheads

HISTORY OF USS TENCH (SS 417)

In their all-out surprise attack at Pearl Harbor, the Japanese hoped to repeat their successful Port Arthur performance which opened the Russo-Japanese War of 1904; to deal the U. S. Pacific Fleet a blow that would paralyze American sea power for months to come. Thus gaining the initiative, the Japanese forces could gather the Southwest Pacific into its embrace and fortify it before the U. S. Navy could strike back. In their overall war plan the strategists blandly ignored the U.S. submarine fleet. This cost them the sea lanes of the Pacific.

In ever-increasing numbers these undersea raiders roamed the Pacific, squeezing the life-blood from the Japanese shipping. By 1944 the American offensive was gaining momentum. On 1 April of this year the keel of the SS 417 was laid in the Navy Yard, Portsmouth, New Hampshire. She was to be the first submarine of a new class whose design incorporated the experience gleaned from two years of difficult but highly successful submarine warfare. She was equipped with a larger deck gun and greater horsepower for faster and deeper diving, and longer cruising. At the launching on 7 July 1944, she was christened the USS TENCH by Mrs. Lyndon Johnson, wife of the U. S. Representative from Texas. The fitting-out proceeded until 6 October when the TENCH was placed in commission with Commander W. B. Sieglaff, USN, as commanding officer.

Naval tradition dictates that submarines be named for denizens of the deep. Appropriately, the TENCH was named for a fish very tenacious of life, being capable of prolonged existence in the most arduous environments. To her crew she was known as "Tillie, the Tenacious Tench". The crew of this new sub was not fresh from submarine school. Commander Sieglaff brought with him the spirit of the USS TAUTOG as well as several men of this ship. The R-15, GUDGEON, and SEA DRAGON contributed other veterans.

After extensive training and testing of her new devices, the TENCH departed Pearl Harbor on 7 February 1945 for her first war patrol. She stopped at Saipan for fuel and to join a wolf pack in company with the SEA DEVIL, BALAO, and GRUPEP, known as "Barney's Boxers". On 27 February the pack got underway for the patrol area first in the China Sea west of Kyushu, then in the Yellow Sea. On the stormy night of 6 March she transited the Colnett Strait and entered the China Sea. Her equipment showed that Japanese radars had tracked her through the strait, but no anti-submarine action ensued, and dawn found her passing DnaJo Qunto, headed for Saishu To. Southeast of her, the Iwo Jima operation was in full swing.

The pack was employed in rotating patrol, weather reporting, photographing, and lifeguard duties. On 18 March the TENCH was ordered to take lifeguard station off the west coast of Kyushu for the FIFTH Fleet carrier plane raid on Nagasaki. Late in the morning search planes reported sighting a green dye-marker, presumably released by a downed flyer. The position was well inside a bay on the Kyushu coast inside of which was the small town of Akune. Hellcats came to cover her as she cautiously picked her way into Akune Bay. The reported dye marker proved to be no more than reflection from a shoal spot.

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HISTORY OF USS THURSTON (AP 77)

In the dark days following the infamous 7 December '41 attack on Pearl Harbor our fleet was on the defensive until we could build up our Amphibious Forces for a counterattack. In order to build up this force as rapidly as possible, merchant ships of all descriptions were acquired to fill the gap until regular fleet amphibious ships could be built. Many of these vessels served valiantly and earned creditable war records. Among these was the THURSTON who served as both a transport and attack transport during the war earning a total of 7 battle stars in European and Pacific Theatres.

She was built with a C2 hull in 1942 by the Federal Shipbuilding and Dry Dock Company at Kearny, New Jersey for the Mississippi Shipping Company, Delta Line and named the SS DEL SANTOS. Mrs. Dorothy Watkins Necht of New Orleans acted as sponsor. When the Navy acquired her on 13 September '42 at the Atlantic Basin Iron Works, Erie Basin, Brooklyn, New York she had been named DAUPHIN (AP 77) for the county in which Harrisburg, capitol of Pennsylvania is located. However, on 18 January the ship was renamed because a ship by the same name was borne by a Canadian vessel. Her new name THURSTON was assigned in honor of the county in which Olympia, capitol of Washington is located. Originally fitted to carry 12 passengers with a loaded displacement of 14,000 tons she was re-equipped to carry over 1,000 combat loaded troops.

She was commissioned 19 January 1942 and turned over to Captain Jack E. Hurff, USN, her first skipper. She joined the embryo Amphibious Force, Atlantic Fleet at Norfolk, Virginia and trained with the THIRD Marine Division and other amphibious units in the Chesapeake Bay in preparation for landings on Guadalcanal and North Africa.

Amphibious warfare had always been a specialty of the Marine Corps but in April 1942 Rear Admiral H. K. Hewitt was appointed to organize a separate Amphibious Force. Six divisions of transports including troop and cargo ships were assembled and several thousand Navy and Coast Guard personnel were trained in the handling of landing craft at Little Creek, Virginia and Solomons Island, Maryland. As the 9th Infantry Division and elements of the 2nd Armored Division shaped up, one regiment at a time was sent on board transports at Norfolk, Virginia and went through day and night landing exercises at Solomons Island. Fire support ships conducted shore bombardment exercises at nearby Bloodsworth Island in preparation for "Operation Torch".

On 24 October with men and equipment of the 3rd Battalion, 15th Infantry Regiment combat loaded, the THURSTON sailed from Hampton Roads, Virginia with other units of Transport Division 9 for North Africa. The Task Force was refueled at sea on 30 October and 6 November enroute the objective area. While making the crossing each ship held extensive amphibious training with lectures and discussions of contour maps and debarking procedures. On 8 November at 1500 the first wave of troops hit the beach at Fedhala, 14 miles north of Casablanca. The BROOKLYN and the destroyers MURPHY and LUDLOW undertook the task of silencing French batteries on Sherki while the WILKES and SWANSON took on Cape Fedhala at about 0615. The AUGUSTA opened up on the Batterie du Port at 0723. By 1700 the four assault transports in the first line had 90% of their troops ashore and the shore batteries on Cape Fedhala were captured. The THURSTON still had the majority of her troops on board.



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HISTORY OF USS TILLMAN (DD 641)

The thin, star-spangled red white and blue streamer whipped out from the mainmast, and the 1630-ton destroyer USS TILLMAN became a part of the United States Navy on 4 June 1942 in a colorful ceremony at the Navy Yard, Charleston, South Carolina. The ship wasted no time in getting into action in the Atlantic on convoy duty. Before the war's end, she had earned three battle stars on the European-African-Middle Eastern Service Medal.

The DD 641 was the second vessel to be named in honor of Senator Ben Tillman. The first ship so named, DD 135, was turned over to Great Britain in 1940 under Lend-Lease, and renamed HMS WELLS. She was originally launched on 7 July 1919 at the Navy Yard, Charleston, South Carolina and sponsored by Miss Mary Y. Tillman, granddaughter of Senator Tillman. She was first commissioned on 30 April 1921 but was decommissioned on 3 July 1922.

Because of the linguistic ability of her officers and the fact that she took aboard 14 Free French sailors, her crew affectionately rechristened her HMS TOWER OF BABEL. In July of 1943 the British Admiralty announced that the WELLS had already steamed more than a quarter of a million miles on convoy duty without once breaking down.

The TILLMAN DD 641, was also built by the Charleston Navy Yard. Her keel was laid on 1 May 1941 in a double ceremony with the USS BEATTY. Mrs. Charles Sumner Moore, eldest daughter of Senator Tillman, christened the destroyer on 20 December 1941 as she slid into the waters less than two weeks after Pearl Harbor.

Senator Benjamin R. "Pitchford" Tillman, born in Edgefield County, South Carolina 1847, served four terms as a United States Senator of South Carolina from 1895 until 1918. From 1913 until 1918 he was chairman of the Senate Naval Committee, and proved to be one of the most ardent and effective advocates of the "Big Navy." He was among the first to urge extension of submarine construction and government manufacture of armor plate. Under his leadership a three-year building program was enacted before the United States entered World War I. Senator Tillman died on 3 July 1918.

On 4 June 1942 the USS TILLMAN (DD 641) was placed in commission under command of Lieutenant Commander F. D. McCorkle, USN, who took her to sea in July for sea trials, a full-power run, and shakedown cruise. On 27 July 1942 she made her first wartime search for a submarine, and five days later departed for Norfolk, Virginia, to load live torpedoes.

After operating off the East Coast on convoy and escort duty interrupted by a training cruise at Guantanamo Bay, Cuba, the ship put in at the Brooklyn Navy Yard, where she stripped for battle. On 23 October 1942 she was part of the escort for a convoy including the USS TEXAS, USS NEW YORK, and fourteen transports that sailed for North Africa.

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HISTORY OF USS TREPANG (SS 412)

All combatants in the Pacific war were primarily dependent upon water transport since there was relatively little land transport available in this usually primitive theater of operations. The sea made an excellent road for those who controlled it and a barrier to those denied it. When Japan controlled the sea in the Far East her offensive rolled ahead through a series of practically unbroken victories, pushing the boundaries of her Empire to the Malay Barrier and the Solomon Islands. By means of the sea she could isolate Allied strongholds, deny them all reinforcements, concentrate her own forces and attack when and where she desired. When she lost control of the sea these conditions were exactly reversed. Before the end of 1943 the slow creeping Allied advance through the jungles was over and the swift advances over the sea had begun. The Empire of Japan melted away almost as rapidly as it had grown.

Our Submarine Force waged constant, relentless and effective war upon this Japanese sea potential. During the war years they sank 1,750 merchant ships and 194 combat vessels of all classes, more than 56% of the total of such losses. The USS TREPANG did not join the fray until the summer of 1944, but in her year of battle she downed eleven Japanese ships for a total tonnage of 23,850 tons. Awarded five Battle Stars for her successful patrols, she was also awarded the Navy Unit Commendation for her heroism in action during her First War Patrol.

The keel for the SS 412 was laid at the Navy Yard, Mare Island, California on 25 June 1943. At the launching on 23 March 1944 Mrs. R. M Davenport, wife of the first commanding officer, served as sponsor. The submarine was christened "TREPANG" for a fish of the Actinopyga family, which are caught in northern Australia and the East Indies; boiled, dried, smoked, and then shipped to China for making soup. The sleek new submarine was accepted by the Navy and turned over to her first skipper, Commander Davenport at the commissioning ceremonies on 22 May 1944.

Shakedown and training cruise were conducted out of San Diego, California, and the TREPANG departed for the Pacific theater on 15 August 1944. On 13 September she steamed out on her first patrol. This was to be conducted in the area just south of Honshu, the main Japanese home island. On 1 October she contacted a fast enemy task force that was making a night sortie from Tokyo Bay. The enemy's speed, considerably greater than the TREPANG's, made it necessary to attack on the surface, with very little time to maneuver for an advantageous position. She must have been in sight for at least six minutes prior to reaching firing position, but she was able to launch her torpedoes, sink the freighter TAKUNAN MARU, and escape on the surface. On 11 October she sank the TRANSPORT No. 105 for another 1,000 tons. In the same action she severely damaged a battleship and a destroyer. On 23 October she returned to Majuro for refitting by the USS BUSHNELL.

On 16 November the TREPANG steamed out for her second run, which was to be conducted between northern Luzon and Formosa. She never got past Luzon. It was dark, rough and windy on that 6th of December. The TREPANG had surfaced after her day's submerged, inshore patrol, and had just set course for more open

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HISTORY OF USS WINDSOR (APA 55)

By 1943 our construction program was able to replace converted merchantmen with designed assault transports. Among these was the USS WINDSOR (APA 55) who later compiled a record of participating in five invasion landings, three support landings, and the landing of occupation forces at Tokyo and H-kodate. During that period she suffered no personnel casualties or material damage. She steamed a total of 92,107 miles without having any machinery breakdown.

She was built under the supervision of the Maritime Commission by the Bethlehem Shipbuilding Company, Sparrows Point, Maryland. The keel of the SS EXCELSIOR was laid on 23 July 1942. She was acquired by the Navy on 12 December 1942 and renamed WINDSOR (AP 100). She was launched on 28 December 1942 and christened by Miss Patricia Moreell, daughter of Rear Admiral Ben Moreell, Chief of Bureau Yards and Docks, being named for Windsor county, Vermont. She was redesignated APA 55 on 1 February 1943.

Trial runs on 10 June 1943 were successful and the vessel was turned over to the Navy and commissioned on 17 June under command of Commander D. C. Woodward at Portsmouth, Virginia. After eight training cruises in Chesapeake Bay she reported for duty to Commander, Service Force, U.S. Atlantic Fleet on 6 December 1943. She sailed on 9 December for duty in the Pacific and on arrival at Pearl Harbor was assigned to Transport Division FOUR.

With the 3rd Battalion of the 17th R. C. T., 7th Army Division and its equipment embarked she sailed on 22 January 1944 for the Marshall Islands as part of Task Force 52. The assault on Kwajalein began 31 January. Under Admiral Griffin, 4 old battleships with cruisers, destroyers and rocket launching LCIs softened up the beachhead for days preparatory to the landings. Admiral Mitscher's Fast Carrier Task Force had destroyed the Japanese air force in the area so that our surface forces were able to bombard from within the lagoon without fear of air attack. The 7th Infantry Division, commanded by Major General Charles C. Corlett had secured Kwajalein by 4 February.

When the Marshall Islands were secured the WINDSOR sailed for Funafuti, Ellice Islands and was assigned to the THIRD Fleet on arrival. On 27 February she was at Lunga Point, Guadalcanal participating in amphibious training and maneuvers. She was at Tarikina, Bougainville on 28 March and at Milne Bay, New Guinea on 1 April. The Japanese were completely surprised when our troops landed at Humboldt Bay, Hollandia on 22 April. By that afternoon they were in possession of the hill dominating Hollandia. The evening of 23 April the Japanese bombed the captured ammunition dump which exploded and caused fires that destroyed 60% of our supplies thus far landed before it could be extinguished. The WINDSOR, which had been ordered to Tanahmerah Bay was diverted to Humboldt Bay to replenish the lost supplies, arriving 24 April and landed the 2nd Battalion, 34th Infantry Division. To support the Hollandia operation it was decided to take Aitape and it's nearby airfield. It would also act as a good road block in case the Japanese Army at Wewak attempted to interfere. Simultaneous landings had been made on 22 April in Tanahmerah and Humboldt Bays and at Aitape. On 4 May the WINDSOR landed units of the 32nd Division to release the 163rd R. C. T. under General Doe for another landing at Wakde. The WINDSOR left New Guinea on 7 May for Guadalcanal, arriving on 10 May.